

Blue Line Bus Rapid Transit Assessment of Effect Report

Marion County, Indiana

DHPA Project No. 28521

Prepared For:

Federal Transit Administration

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Executive Summary

This Assessment of Effect Report documents the methodology and assessment of effects to National Register of Historic Places (NRHP) listed and eligible historic properties as part of the Section 106 process for the Blue Line Bus Rapid Transit (BRT) Project. The Blue Line is a 24-mile BRT route that will connect downtown Indianapolis, the Indianapolis Zoo, the Indianapolis International Airport, the Irvington neighborhood of Indianapolis, and the Town of Cumberland.

Since the Federal Transit Administration (FTA) may provide funding for the proposed project, the project is subject to compliance with the National Historic Preservation Act of 1966 (NHPA), as amended (54 U.S.C. § 300101 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires FTA, as the lead Federal agency, to consider the effects of its undertakings on historic properties. The Section 106 process is being coordinated with the preparation of a Documented Categorical Exclusion to evaluate the environmental impacts of the proposed project, in accordance with the National Environmental Policy Act (NEPA).

Within the Area of Potential Effects (APE), there are 27 NRHP-listed and eligible historic properties, as identified in the table below.

Individual assessments of effects were completed for the NRHP-listed and eligible historic properties. The Blue Line BRT would have 27 no adverse effect findings. None of the historic properties in the APE would be adversely affected by the Preferred Alternative.

Therefore, FTA has made a determination that the Blue Line BRT would have no adverse effect to historic properties.

Name	NRHP Status	NRHP Reference ID	Determination of Effect
Marion County Bridge No. 2414F	Determined eligible in Indiana Historic Bridge Inventory 2009	N/A	No Adverse Effect
Marion County Bridge No. 2415F	Determined eligible in Indiana Historic Bridge Inventory 2009	N/A	No Adverse Effect
West Park Addition Historic District	Determined eligible 2023	N/A	No Adverse Effect
Indianapolis Park & Boulevard System Historic District	Listed 2003	03000149	No Adverse Effect
H. Lauter Company Complex	Listed 2015	15000596	No Adverse Effect
Indiana State Capitol Building	Listed 1975	75000043	No Adverse Effect

Name	NRHP Status	NRHP Reference ID	Determination of Effect
Washington Street – Monument Circle Historic District	Listed 1997	97001179	No Adverse Effect
Indiana Theater	Listed 1979	79000035	No Adverse Effect
Indiana Union Station Wholesale Historic District	Listed 1982	82000067	No Adverse Effect
Holy Cross/Westminster Historic District	Listed IRHSS 1984; recommended eligible 2017	N/A	No Adverse Effect
National Road & Southeastern Avenue Historic District	Determined eligible 2023	N/A	No Adverse Effect
Gaseteria, Inc.	Listed in 2013	13000089	No Adverse Effect
Ford Motor Company Indianapolis Assembly Plant	Listed in 2021	100006204	No Adverse Effect
Capitol Lodge IOOF Hall	Determined eligible 2023	N/A	No Adverse Effect
Indianapolis Public Library, Branch No. 3	Listed 2016	16000077	No Adverse Effect
Linwood Colonial Apartments Historic District	Listed in 2006	06000308	No Adverse Effect
Bankers Lane Historic District	Determined eligible 2023	N/A	No Adverse Effect
Brown Bosart Historic District	Determined eligible 2023	N/A	No Adverse Effect
Katherine and Margaret Koch House	Determined eligible 2023	N/A	No Adverse Effect
Irvington Historic District boundary increase	Determined eligible 2023	N/A	No Adverse Effect
Irvington Historic District	Listed in 1987	87001031	No Adverse Effect
Irvington Terrace Historic District	Listed in 2011	11000913	No Adverse Effect
Tilford and Thrasher's Irvington Addition Historic District	Determined eligible 2023	N/A	No Adverse Effect
Washington Street Methodist Church	Recommended eligible 2023; SHPO concurrence with eligibility 2023	N/A	No Adverse Effect
Indianapolis Public School No. 3/Lucretia Mott School	Recommended eligible 2023; SHPO concurrence with eligibility 2023	N/A	No Adverse Effect
Irvington High School/Thomas Carr Howe High School	Recommended eligible 2023; SHPO concurrence with eligibility 2023	N/A	No Adverse Effect
Skyline Motel	Determined eligible 2023	N/A	No Adverse Effect

1.0 Introduction and Description of Undertaking

This report documents the Section 106 assessment of effects to above-ground properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP) that are located in the Area of Potential Effects (APE) for the Blue Line Bus Rapid Transit (BRT) project. This report assesses how the proposed project may directly or indirectly affect and/or diminish those characteristics and aspects of integrity that qualify a historic property for inclusion in the NRHP.

Information on the above-ground historic properties investigated in the APE is summarized in the section of this report entitled “Section 106 Scope of Work and Methodology” and documented in further detail in the Blue Line Bus Rapid Transit Historic Property Report (June 2023). This report does not address archaeological resources, which are being documented in a separate report.

1.1 PROJECT DESCRIPTION

The proposed Blue Line BRT Project is an approximately 24-mile west-east route with vehicles operating in both mixed traffic and dedicated lanes, and as part of a system-wide expansion. The Blue Line would primarily be a replacement of the existing IndyGo Local Route 8, however, there would need to be local service on Washington Street west of Holt Road that is not planned to be served by Blue Line BRT and is currently served by Route 8.

The Blue Line route will operate within the existing right-of-way along Washington Street between Holt Road on the west and the Town of Cumberland on the east, passing through the Julia M. Carson Transit Center in downtown Indianapolis. Between the Indianapolis International Airport and Holt Road, the Blue Line BRT will operate on Interstate 70 (I-70). At the airport, the Blue Line would exit the Airport Terminal on Colonel H. Weir Cook Memorial Drive and follow I-70 to the Holt Road interchange and proceed northward to Washington Street. From the Holt Road Interchange with I-70, the Blue Line will follow Washington Street eastward to Schumacher Drive, where it will utilize the one-way pair of Maryland Street (eastbound) and Washington Street (westbound) through downtown Indianapolis. Between New Jersey Street and Southeastern Avenue, the Blue Line will return to two-way operation along Washington Street to its eastern terminus in Cumberland.

BRT Operations and Lane Configurations

The Blue Line would provide service seven days per week for 20 hours per day Monday through Friday, 19 hours per day on Saturdays, and 15 hours per day on Sundays. The Blue Line vehicles will operate with 15-minute headways during all periods.

The Blue Line vehicles will be low-floor, multiple-door, 60-foot articulated diesel-hybrid buses to minimize dwell time and to be cost-effective and energy efficient. The vehicles will operate in a dedicated lane or semi-dedicated lane configuration for the majority of the corridor with some variety of lane configurations throughout the corridor, depending on the existing roadway cross sections, traffic capacity, transit reliability, and available right-of-way. Along Washington Street (and Maryland Street for the one-way pair), 13 percent (1.9 miles) of the transit lanes will be left-lane or right-lane Business Access and Transit (BAT) lanes, designated for shared use by the Blue Line and other vehicles entering existing businesses or needing to complete turns from the bus lanes. Along approximately 44 percent of the corridor, the Blue Line will be in mixed traffic, including on I-70 from the airport to Holt Road. The remaining 56 percent of the corridor will be dedicated BAT lanes. It should be noted that emergency vehicles are also permitted to utilize bus lanes.

BRT Stations

The Blue Line stations will generally be spaced approximately every half mile, with some larger distances between stops in the more suburban-oriented east end of the route. There are 32 total Blue Line stations, including a stop at the existing Julia M. Carson Transit Center downtown, the western terminus at the airport and the eastern terminus in Cumberland. There are 32 platforms, including the one-way pair at stations at Capitol and West. The airport terminus will be constructed separately from the Blue Line BRT Project, but the Blue Line will utilize the stop once operational. Twenty-six of the stations will be center stations with raised platforms for level boarding, Americans with Disabilities Act (ADA) accessibility, off-board fare collection, and canopy roofs. There are two planned curbside station pairs (West Street and Capitol Avenue) in downtown Indianapolis. The station pairs are counted as two stations each. The eastern terminus station in Cumberland is planned to be off-street. Center stations would consist of a single platform with loading areas on both sides that serve both directions of travel in the center of the roadway. Curbside stations would consist of two distinct station platforms, one on each side of the street along the curb and serving a different direction of travel. The Blue Line station design will be consistent with that of the Red and Purple BRT stations. Blue Line branding would be applied to each of its stations.

Figure 1-1. Rendering of Proposed Harding Street Station.



Figure 1-2. Rendering of Proposed Capitol Station on W. Washington Street.



Figure 1-3. Rendering of Proposed Ritter Avenue Station.



From west to east, the Blue Line station platforms are proposed at the following locations:

1. Western Terminus at Indianapolis International Airport (to be constructed by others)
2. Washington Street and Holt Road
3. Washington Street and Central Green Boulevard
4. Washington Street and Belleview Place
5. Washington Street and Belmont Avenue
6. Washington Street and Harding Street
7. Washington Street and South White River Parkway (Indianapolis Zoo)
8. Maryland Street and West Street (eastbound)
9. Washington Street and West Street (westbound)
10. Maryland Street and Capitol Avenue (eastbound)
11. Washington Street and Capitol Avenue (westbound)
12. Julia M. Carson Transit Center (uses existing infrastructure and bus bays)
13. Washington Street and Park Avenue
14. Washington Street and Southeastern Avenue
15. Washington Street and Arsenal Avenue
16. Washington Street and Hamilton Avenue
17. Washington Street and Rural Street
18. Washington Street and LaSalle Street
19. Washington Street and Sherman Drive
20. Washington Street and Linwood Avenue
21. Washington Street and Emerson Avenue
22. Washington Street and Ritter Avenue
23. Washington Street and Arlington Avenue
24. Washington Street and Ridgeview Drive
25. Washington Street and Sadlier Drive

26. Washington Street/US 40 and Franklin Road
27. Washington Street/US 40 and Fenton Avenue
28. Washington Street/US 40 and Post Road
29. Washington Street/US 40 and Cherry Tree Plaza
30. Washington Street/US 40 and Washington Square Mall
31. Washington Street/US 40 and Centre East
32. Eastern Terminus in Cumberland

Infrastructure Improvements

As part of the Blue Line, infrastructure improvements would be made to roadway pavement, drainage, sidewalks, and traffic signals. In addition to the listed infrastructure improvements, there will be sidewalk construction and improvements to fill linear gaps in sidewalks along Washington Street. A section of a new, multi-use path will be constructed between Holt Road and South Tibbs Avenue to connect back to a planned, separate greenway project west of the Blue Line study area. One park-and-ride will be added as a part of the Blue Line.

Pavement

The Blue Line includes primarily pavement rehabilitation with a small section of pavement reconstruction along Washington Street between Holt Road and Mitchner Avenue within the existing curb-lines of the road right-of-way. The treatments include pavement milling and hot mix asphalt (HMA) overlay treatment along the corridor at the following defined locations:

- Washington Street between Holt Road and Schumacher Drive;
- One-way pair of Washington and Maryland streets between Schumacher Drive and New Jersey Street; and
- Washington Street between New Jersey Street and Mitchner Avenue.

No pavement rehabilitation or reconstruction will be west of Holt Road (along I-70 or on airport property) and east of the I-465 interchange on the east side of Indianapolis as part of the Blue Line. The Indiana Department of Transportation (INDOT) owns and maintains Washington Street/US 40 east of the I-465 interchange to the eastern terminus of the project.

Any work on cross streets would extend only to the stop bar. These pavement improvements would occur only on Washington Street, and a small portion of Maryland Street.

Stormwater Drainage

Stormwater drainage improvements will be implemented, including additional curb inlets a on certain portions of the corridor. Additionally, new stormwater outfalls will be provided along the corridor, mostly in the existing road right-of-way; some of the new outfalls are proposed within vacant parcels. The outfalls are located primarily underground, except for the outlet location where the drainage pipe and headwall structure are above-ground. As drainage design advances, coordination, and discussion will continue with partner resource agencies. Stormwater detention is required in some locations per local requirements. Collaboration with local partner agencies is occurring to place necessary detention facilities in city owned properties.

Pedestrian Infrastructure

The Blue Line will provide continuous sidewalks on both sides of Washington Street for the entire length of the corridor, excluding the sections within the Indianapolis International Airport property, along I-70, and along Holt Road. New sidewalks would be constructed along the corridor where none currently exist. Existing sidewalks in poor condition would be repaired or replaced, while those in good condition but not meeting the desired width requirements would not be widened or replaced. A five-foot grass buffer between the curb and sidewalk will be provided in locations, where possible, within the existing right-of-way in locations where new sidewalk would be constructed.

Additionally, new crosswalk pavement markings, consisting of continental-type crosswalk pavement markings, will be installed at station locations and signalized intersections within the project limits. Where feasible, median pedestrian refuges that are a minimum of eight-feet wide and curb extensions would be added to reduce pedestrian crossing distance. All corners of intersections, with or without stations, would include new ADA curb ramps, unless the existing curb ramps are in good condition and within ADA standards.

Traffic Signals and Turning Movements

Existing signals will be assessed for current conditions and upgraded as needed. New traffic signals where none currently exist, are proposed at seven locations to improve access for vehicles and pedestrians. Generally, these signal additions would occur in areas where mid-block left turns are being restricted by implementation of the project. In some areas, left-turn/U-turn and right-turn lanes may be added to maintain an agreed upon level of service and to access businesses along the corridor.

Park and Ride Facilities

One paved asphalt park-and-ride facility is planned to be part of the Blue Line just east of I-465 near the intersection of East Washington Street and Franklin Road. It would have a capacity of approximately 230 vehicles. The location for this park-and-ride facility is an already paved surface parking lot/vacant lot that previously held structures. The proposed work would consist of resurfacing, paint, lighting, bicycle facilities, and wayfinding.

2.0 Section 106 Scope of Work and Methodology

This section summarizes the efforts to identify above-ground historic properties in the Blue Line APE. More detailed information on those investigations can be found in the Blue Line Bus Rapid Transit Historic Property Report (HPR) [June 2023].

2.1 AREA OF POTENTIAL EFFECTS

The APE is defined in Section 106 of the NHPA 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 APE is influenced by the scale and nature of an undertaking and may vary for different kinds of effects caused by the undertaking.

Based on the scope and nature of the project, an archaeological APE boundary and an above-ground property APE boundary were defined for the Blue Line BRT project. A map depicting the above-ground property APE boundary is attached in Appendix A of this report.

The proposed archaeological APE boundary is defined by the proposed limits of ground disturbance for the project in consideration of potential physical impacts to historic properties. This includes the footprint of the proposed BRT stations, outfall areas, median pedestrian refuges and curb extensions, and construction lay-down areas as well as the limits of potential right-of-way acquisition along the route for park and ride facilities, new sidewalks, and curb ramp improvements.

The proposed above-ground APE boundary includes the archaeological APE boundary and all roadway right-of-way within which the BRT would operate and a minimum 150-foot buffer at the proposed BRT stations and at park and ride facilities in consideration of potential visual, indirect, and cumulative impacts to historic properties. The 150-foot buffer was expanded at select BRT station locations, primarily on the west end of the route, that have the potential to shift laterally as design progresses.

The APE boundary was provided to the SHPO and proposed Section 106 consulting parties for review and comment on December 2, 2021. The SHPO responded by letter dated January 3, 2022, and recommended that the APE be increased in areas where new sidewalks and curb ramps will be installed and right-of-way may be acquired, similar to what was done for the Purple Line. Proposed revisions to the APE were submitted to SHPO by letter dated March 8, 2022; SHPO agreed the revised APE was appropriate by its letter dated April 6, 2022. Since April 6, 2022, the Blue Line route has been relocated to I-70 from the Indianapolis International Airport to Holt Road and Holt Road from I-70 to Washington Street before

resuming its previously planned route along Washington Street from Holt Road to Cumberland. As no infrastructure improvements are planned along the relocated portion of the route, the APE boundary has been designated as the I-70 and Holt Road rights-of-way. The revised APE will be provided to SHPO for review and comment with the HPR.

Consulting Parties

Per Section 106 requirements, FTA identified organizations with an interest in cultural resources in the project vicinity and invited them to participate as consulting parties during the project study. This included SHPO, which is housed within the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR-DHPA); representatives of municipal and county governments, cultural resources and historic preservation organizations, and federally recognized tribes. Consulting parties have the opportunity to provide information and comment on eligibility, effects, and mitigation as part of the Section 106 process.

Eleven potential consulting parties were identified for the Blue Line BRT project. FTA sent consulting party invitation letters on December 2, 2021, inviting them to participate in the Section 106 process and providing them an opportunity to comment on the proposed APE boundary and Section 106 methodology. A list of the invited consulting parties and their response status is included in Table 2-1.

Table 2-1. List of Invited Section 106 Consulting Parties.

Invited Agency/Government	Involvement
Chad Slider, Assistant Director for Environmental Review Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology	Accepted consulting party status
Anuradha Kumar, Manager Indiana Department of Transportation, Environmental Services, Cultural Resources Office	No response received
Mark Dollase, Vice President of Preservation Services Indiana Landmarks	Chad Lethig accepted consulting party status on behalf of Indiana Landmarks
Anna Gremling, Executive Director Indianapolis Metropolitan Planning Organization	No response received
Dr. David G. Vanderstel, Historian Marion County Historical Society	Updated contact Steve Barnett
Mayor Joe Hogsett C/O Jeff Bennett, Deputy Mayor City of Indianapolis	No response received
April Fisher, Town Manager Town of Cumberland	No response received
Chris Maroldo, President Historic Irvington Community Council	Lesli Gibson accepted consulting party status on behalf of Irvington Council

Table 2-1. List of Invited Section 106 Consulting Parties.

Invited Agency/Government	Involvement
Erika Hinshaw, Planning and Data Manager Downtown Indy	Updated contact Krista Weatherholt
Elizabeth Nowak, Preservation Planner Indianapolis Historic Preservation Commission	Emily Jarzen accepted consulting party status on behalf of Indianapolis Historic Preservation Commission
Erika Miller, PE, PTOE City of Indianapolis, Department of Public Works	No response received

In addition, in its January 3, 2022, SHPO also recommended the addition of five consulting parties, including the Decatur Township Historical Society, the Indiana National Road Association, the Irvington Historical Society, the Marion County Historian, and the Wayne Township Historic Society. Based on the recommendations from SHPO, FTA sent consulting party invitations to the Indiana National Road Association, the Irvington Historical Society, and the Marion County Historian on March 7, 2022; no responses were received. Attempts to reach the Decatur Township Historical Society and the Wayne Township Historic Society were unsuccessful and it appears both organizations are currently inactive.

FTA also identified federally recognized tribes with potential interests in the project area. FTA initiated government-to-government consultation to identify the tribes' interests in the proposed project and to participate as consulting parties in the Section 106 process. All consultation with the tribes is being undertaken by the FTA. Consulting party invitation letters were sent to six tribal governments on December 2, 2021. A list of tribal governments who received the consulting party invitation letter and their response status is included in Table 2-2.

Table 2-2. List of Invited Tribal Governments for Section 106 Consultation.

Invited Tribal Government	Involvement
Nekole Alligood NAGPRA/106 Director Delaware Nation of Oklahoma	No response received
Robin Dushane, Tribal Historic Preservation Officer Eastern Shawnee Tribe of Oklahoma	No response received
Diane Hunter, Tribal Historic Preservation Officer Miami Tribe of Oklahoma	Accepted
Craig Harper, Chief Peoria Tribe of Indians of Oklahoma	No response received
Marcus Winchester, Director, Department of Culture Pokagon Band of Potawatomi Indians	No response received
William Tarrant, Tribal Historic Preservation Officer Seneca-Cayuga Nation	No response received

2.2 IDENTIFICATION OF HISTORIC PROPERTIES

Historic Properties are listed in, or are determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to assess a property's historic significance. The Criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

- A. Are associated with events that have made a significant contribution the broad patterns of our history; or
- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Above-ground properties are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources. For this project, properties were evaluated under NRHP Criteria A, B, and C for their architectural and/or historical significance, while Criterion D was not applied as part of this assessment as the properties do not have the potential to yield significant information.

If a property is determined to possess historic significance, its integrity is evaluated using the Seven Aspects of Integrity as defined by the National Park Service (NPS), and which are location, setting, association, feeling, workmanship, materials, and design, to determine if it conveys historic significance. If a property possesses historic significance under one or more Criteria and retains integrity to convey its significance, the property is determined eligible for the NRHP.

Within the above-ground historic property APE, architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards, as reviewed by SHPO for inclusion in their roster of qualified professionals for architectural history, conducted an intensive level survey of 91 above-ground properties that were 45 years old or older. A total of 12 NRHP-listed historic properties were identified, together with four properties that had previously been determined eligible for the NRHP. Nine above-ground properties that appeared to be architecturally or historically significant were further researched and evaluated in a NRHP determination of eligibility form and 3 were recommended NRHP-eligible.

The IDNR-DHPA provided comments on the HPR in a letter dated September 19, 2023. The IDNR-DHPA disagreed with the recommendations of ineligibility made for six resources in the HPR. Two of these

resources, the Mt. Olive United Methodist Church (1449 High School Road) and the Indiana National Bank (5100 W. Washington Street) are no longer within the APE due to the reroute to I-70 between the airport and Holt Road and are not discussed further in this report. The IDNR-DHPA was not prepared to say that the West Park Addition Historic District is not eligible for the NRHP and believes that the neighborhood has local significance as a neighborhood of vernacular worker housing. The Capitol Lodge IOOF at 2102 E. Washington Street has been determined eligible for the NRHP under Criterion A. The Katherine and Margaret Koch House at 5030 E. Pleasant Run Parkway N. Drive is eligible for the NRHP under Criterion C. The Skyline Motel at 6617 E. Washington Street is eligible for the NRHP under Criterion A.

In addition, the IDNR-DHPA identified four historic districts that are eligible for the NRHP and an NRHP-eligible boundary increase for the NRHP-listed Irvington Historic District:

- National Road & Southeastern Avenue Historic District,
- Tilford and Thrasher's Irvington Addition Historic District,
- Brown Bosart Historic District,
- Bankers Lane Historic District, and
- The portion of Pleasant Run Parkway between E. Washington Street and N. Emerson Avenue, which is a boundary increase to the Irvington Historic District.

This report accepts the eligibility recommendations of the IDNR-DHPA, and the effects of the undertaking on these properties are evaluated in this report.

The IDNR-DHPA disagreed that the Duesenberg Factory Machine Shop at 1501 W. Washington Street is eligible for the NRHP, citing the large addition to the building and the loss of associated buildings of the property. Although this building is listed in the IRHSS as part of the Indianapolis Auto Industry Thematic Resources multiple resource listing, the building's footprint is located outside of the APE. The building was included in the HPR as its historic boundary, if NRHP eligible, would have extended to Washington Street. However, if the impacts to its integrity of setting are severe enough that the building is not NRHP eligible, then the undertaking cannot further diminish the building's integrity of setting. As the undertaking has no potential to physically impact the building and it has no historic setting to affect, it has been removed from further evaluation in this report.

From east to west along the Blue Line corridor, Table 2-3 provides a summary of the NRHP-listed and eligible historic properties identified in the APE.

Table 2-3. List of NRHP Listed, Determined Eligible, and Recommended Eligible Resources.

Name	Address	Year Built	NRHP Status	NRHP Criteria	NRHP Reference ID
Indianapolis Park & Boulevard System Historic District	3,400 acres roughly bounded by 38 th Street and Emerson, Southern, and Tibbs avenues, extending along Fall Creek and Pleasant Run parkways to Shadeland Avenue, Indianapolis	1873–1952	Listed	A and C	03000149
Marion County Bridge No. 2414F	W. Washington Street over Big Eagle Creek	1924	Determined Eligible	C	N/A
Marion County Bridge No. 2415F	W. Washington Street over Little Eagle Creek	1913	Determined Eligible	A	N/A
Washington Street Methodist Church	2801 W. Washington Street	1924	Recommended Eligible	C	N/A
West Park Addition Historic District	N. Warman Avenue, Washington Street, Vermont Street, Turner Avenue, and N. Bellevue Place	1900–1908	Determined Eligible	C	N/A
H. Lauter Company Complex	35–101 S. Harding Street	1895–1912	Listed	A and C	15000596
Indiana State Capitol Building	200 W. Washington Street	1878–1888	Listed	A and C	75000043
Washington Street – Monument Circle Historic District	Washington, Delaware, Wabash, Capitol streets	1852–1946	Listed	A and C	97001179
Indiana Theater	140 W. Washington Street	1927	Listed	C	79000035
Indianapolis Union Station Wholesale Historic District	E. Pearl Street, S. Delaware Street, Historic Union Station Concourse, and S. Capitol Avenue	ca. 1863–1930	Listed	A and C	82000067
Gaseteria, Inc.	1031 E. Washington Street	1941	Listed	B and C	13000089
Ford Motor Company Indianapolis Assembly Plant	1315 E. Washington Street	1914	Listed	A and C	100006204
National Road & Southeastern Avenue Historic District	920–1050 E. Washington Street, 1031 E. Washington Street and adjacent parcel to its west, and 900 block of Daly Street	1860–1914	Determined Eligible	A and C	N/A
Holy Cross/Westminster Historic District	Roughly bounded by I-65, E. Washington Street, Randolph Street, and E. Michigan Street	1860–1914	Determined Eligible	A and C	N/A
Capitol Lodge IOOF Hall	2102 E. Washington Street	ca. 1900	Determined Eligible	A	N/A

Table 2-3. List of NRHP Listed, Determined Eligible, and Recommended Eligible Resources.

Name	Address	Year Built	NRHP Status	NRHP Criteria	NRHP Reference ID
Indianapolis Public School No. 3/ Lucretia Mott School	23 N. Rural Street	1905	Recommended Eligible	A	N/A
Indianapolis Public Library, Branch No. 3	2822 E. Washington Street	1909–1911	Listed	A and C	16000077
Linwood Colonial Apartments Historic District	4421 E. Washington Street	1937–1955	Listed	A and C	06000308
Bankers Lane Historic District	Washington Street, Pleasant Run Parkway, and Linwood Avenue	No data	Determined Eligible	A and C	N/A
Brown Bosart Historic District	Washington Street, Michigan Street, Linwood Avenue, and Emerson Avenue	No data	Determined Eligible	A and C	N/A
Katherine and Margaret Koch House	5030 E. Pleasant Run Parkway N. Drive	ca. 1922	Determined Eligible	C	N/A
Irvington Historic District boundary increase	Pleasant Run Parkway from E. Washington Street to N. Emerson Avenue	No data	Determined Eligible	A and C	N/A
Irvington Historic District	Between Emerson and Arlington avenues, both north and south of Washington Street	1870–1936	Listed	A and C	87001031
Irvington Terrace Historic District	Between Arlington Avenue and Elizabeth Street, from Washington Street to Pleasant Run Golf Course	ca. 1895–1959	Listed	A and C	11000913
Tilford and Thrasher's Irvington Addition Historic District	Arlington Avenue, Washington Street, Sheridan Avenue, and the Pennsy Trail	ca. 1900–ca. 1970	Determined Eligible	A	N/A
Irvington High School/Thomas Carr Howe High School	4900 Julian Avenue	1938-1974	Recommended Eligible	A and C	N/A
Skyline Motel	6617 E. Washington Street	ca. 1957	Determined Eligible	A	N/A

3.0 Effects Assessment Methodology

This section discusses the assessment of effects methodology used to evaluate project effects to NRHP-listed and eligible historic properties in the APE. This methodology was developed based on the criteria of adverse effect and consideration of each property's historic significance, relevant aspects of integrity, and historically significant viewsheds.

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5., "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

To determine if any historic properties would be affected by the Blue Line, the architectural historians reviewed the project plans and available documentation for all NRHP-listed and eligible historic properties in the APE. This included a review and determination of each property's historical significance, its character-defining features, and those aspects of integrity most relevant to conveying its historical significance.

Using the criteria of adverse effect guidelines, and supported by information on historic significance and integrity set forth in the National Register Bulletin How to Apply the National Register Criteria for Evaluation (NPS 1997), each historic property was evaluated to determine if implementation of the Blue Line would alter any historically significant characteristics or features of that property by diminishing relevant aspects of its historic integrity. For each historic property, a finding was made regarding the project's potential to affect its aspects of integrity and historic significance, as well as an overall project finding of effect, based on the guidelines set forth in 36 CFR 800:

- No Effect: Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of "No Historic Properties Affected" may be determined for an undertaking. This finding indicates that an undertaking would not alter any character-defining features and aspects of integrity for any historic properties.
- No Adverse Effect: Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that property is "No Adverse Effect."
- Adverse Effect: An adverse effect is determined if the undertaking would alter a characteristic that qualifies that historic property for inclusion in the NRHP in a manner that also diminishes the significant aspect(s) of integrity.

The project largely occurs within the existing right-of-way of the Blue Line corridor with small areas of permanent right-of-way acquisition along the corridor to construct new sidewalks and multi-use paths, curb ramps, or turn lanes as necessary, as well as a proposed underground stormwater detention facility in Willard Park, a contributing resource in the NRHP-listed Indianapolis Park & Boulevard System. As a result, only one proposed built improvement would be located within the NRHP-listed boundary of a historic property, though the BRT vehicles will travel in existing lanes on Marion County Bridge Number 2414F and Marion County Bridge Number 2415F and through portions of the boundaries of the Washington Street – Monument Circle Historic District, the Indianapolis Park & Boulevard System, the Union Station Wholesale

Historic District, Irvington Historic District, and Irvington Terrace Historic District. No direct effects to historic properties are anticipated.

Consequently, the assessment of effects focused on indirect effects to historic properties due to the introduction of visual project components in their vicinity, namely BRT stations, and the implementation of semi-dedicated BAT travel lanes or dedicated travel lanes near historic properties. Consideration was given to the degree to which these project components may diminish the property's character-defining features and relevant aspects of integrity that qualify it for inclusion in the NRHP. It is important to clarify that while project components may be visible from a historic property, may obstruct views to or from that property, and/or may affect one or more aspects of integrity, this does not necessarily constitute an adverse effect to a historic property, though it may change the property's setting. A project component may change or affect a property setting, because that component did not previously exist there; however, if that change or effect does not alter the characteristics that qualify it for inclusion in the NRHP, then the change or effect is not considered adverse, and the Section 106 finding would be "no adverse effect."

4.0 Effects to NRHP-Listed and Eligible Historic Properties

This section evaluates the effects of the Blue Line BRT to each historic property and provides FTA's effects findings for the project. Table 4-1 summarizes the effect assessment for each NRHP-listed and eligible historic property in the APE. Detailed assessments and viewshed photographs of each historic property follow.

Based on current project information and technical study data, the Blue Line BRT would have no adverse effect to 19 historic properties, as shown in Table 4-1.

Therefore, FTA has made an effect determination of "no adverse effect" for the Blue Line BRT.

Table 4-1. Historic Properties in Blue Line APE.

Name and NRHP Status	Location	Design	Setting	Materials	Workmanship	Feeling	Association
Marion County Bridge No. 2414F NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Marion County Bridge No. 2415F NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Washington Street Methodist Church NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
West Park Addition Historic District NRHP-Eligible	No Effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect

Table 4-1. Historic Properties in Blue Line APE.

Name and NRHP Status	Location	Design	Setting	Materials	Workmanship	Feeling	Association
Indianapolis Park & Boulevard System Historic District NRHP-Listed	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No adverse effect: no direct effect to property or adverse effect to integrity.	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect
H. Lauter Company Complex NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Indiana State Capitol Building NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Washington Street-Monument Circle Historic District NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Indiana Theater NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Indianapolis Union Station Wholesale Historic District NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect

Table 4-1. Historic Properties in Blue Line APE.

Name and NRHP Status	Location	Design	Setting	Materials	Workmanship	Feeling	Association
Holy Cross/Westminster Historic District NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
National Road & Southeastern Avenue Historic District NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Gaseteria, Inc. NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Ford Motor Company Indianapolis Assembly Plant NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Capitol Lodge IOOF Hall NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Indianapolis Public Library, Branch No. 3 NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Indianapolis Public School No. 3/Lucretia Mott School NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect

Table 4-1. Historic Properties in Blue Line APE.

Name and NRHP Status	Location	Design	Setting	Materials	Workmanship	Feeling	Association
Linwood Colonial Apartments Historic District NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Bankers Lane Historic District NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Brown Bosart Historic District NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Katherine and Margaret Koch House NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Irvington Historic District boundary increase NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Irvington Historic District NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Irvington High School/Thomas Carr Howe High School NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect

Table 4-1. Historic Properties in Blue Line APE.

Name and NRHP Status	Location	Design	Setting	Materials	Workmanship	Feeling	Association
Irvington Terrace Historic District NRHP-Listed	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Tilford and Thrasher's Irvington Addition Historic District NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect
Skyline Motel NRHP-Eligible	No effect	No effect	No adverse effect: no direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect

4.1 MARION COUNTY BRIDGE NO. 2414F

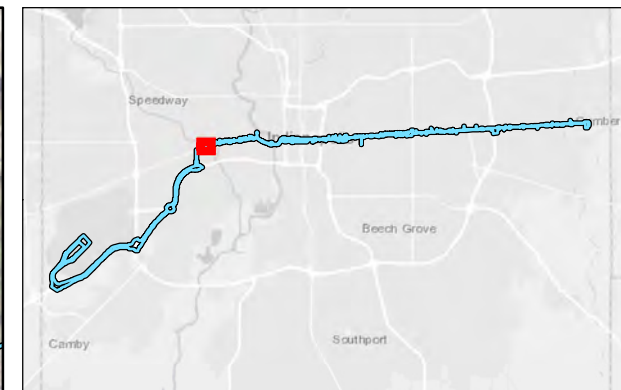
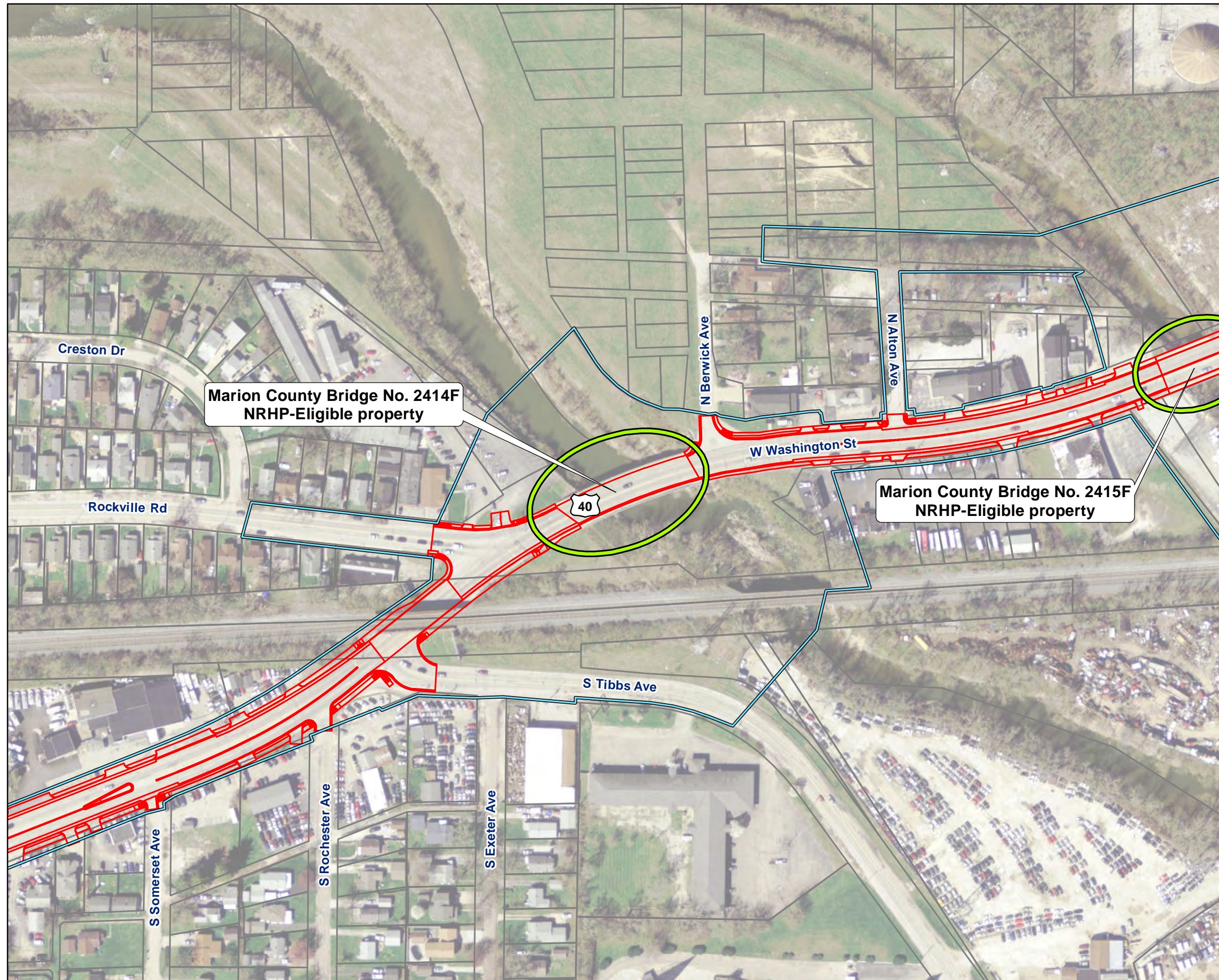
4.1.1 HISTORIC SIGNIFICANCE

This bridge is a three-span filled spandrel concrete arch bridge. The bridge has a roadway width of 46 feet and is built with a skew of 30 degrees. Sidewalks and coped and paneled parapet railings are cantilevered beyond the spandrel walls with brackets underneath. The Indiana State Highway Commission designed the bridge. The Indiana Historic Bridge Inventory (Volume 2, Section 1, p. 119) determined the bridge eligible under Criterion C due to the horizontal curved decks representing an important bridge construction technique requiring specially engineered substructures and/or superstructures and for the use of non-standard decorative railing combined with other aesthetic treatments to provide notable ornamentation.

4.1.2 ASSESSMENT OF EFFECTS

Figure 4-1 provides an overview of the project near Marion County Bridge No. 2414F. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and curb ramp and sidewalk improvements. Curb ramp and sidewalk improvements will take place along both sides of W. Washington Street directly southwest and northeast of the bridge. The BRT would operate within the existing right-of-way of W. Washington Street, including over the bridge. Along W. Washington Street, the BRT would operate in dedicated center-running lanes.

No physical impacts to the Marion County Bridge No. 2414F would occur. Although the BRT vehicles would operate along W. Washington Street, travelling over the bridge, all operations would occur within the existing roadway right-of-way. The construction activity would occur outside of the structure's NRHP boundary and legal parcel. There will be some construction activity in the improvements of the curb ramps and sidewalks adjacent to the bridge. However, all curbs and sidewalks in this area are concrete, and this work is anticipated to remain within previously existing pavement. Therefore, the project would have no effect to the bridge's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Eligible property
- Parcel
- Proposed stations, sidewalks, and curb improvements

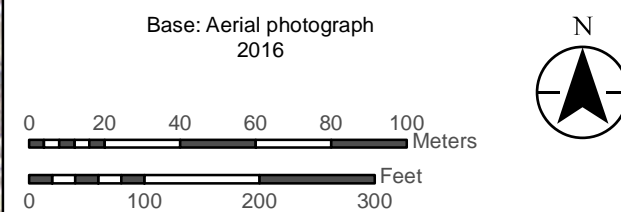


Figure 4-1
Marion County Bridge No. 2414F.

Project implementation would not alter the bridge's integrity of setting in an important way. The bridge is significant under Criterion C for importance in its engineering and design. Minor changes to the bridge's setting will not diminish its integrity. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the bridge. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant view sheds to or from the structure. No historically significant views to, from, or within the property boundaries of the bridge would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the Marion County Bridge No. 2414F's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as a remnant of early twentieth century bridge construction. Therefore, project implementation would have no effect on the bridge's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Marion County Bridge No. 2414F.



Photograph 4-1. Overview of the Marion County Bridge No. 2414F, looking southwest.

4.2 MARION COUNTY BRIDGE NO. 2415F

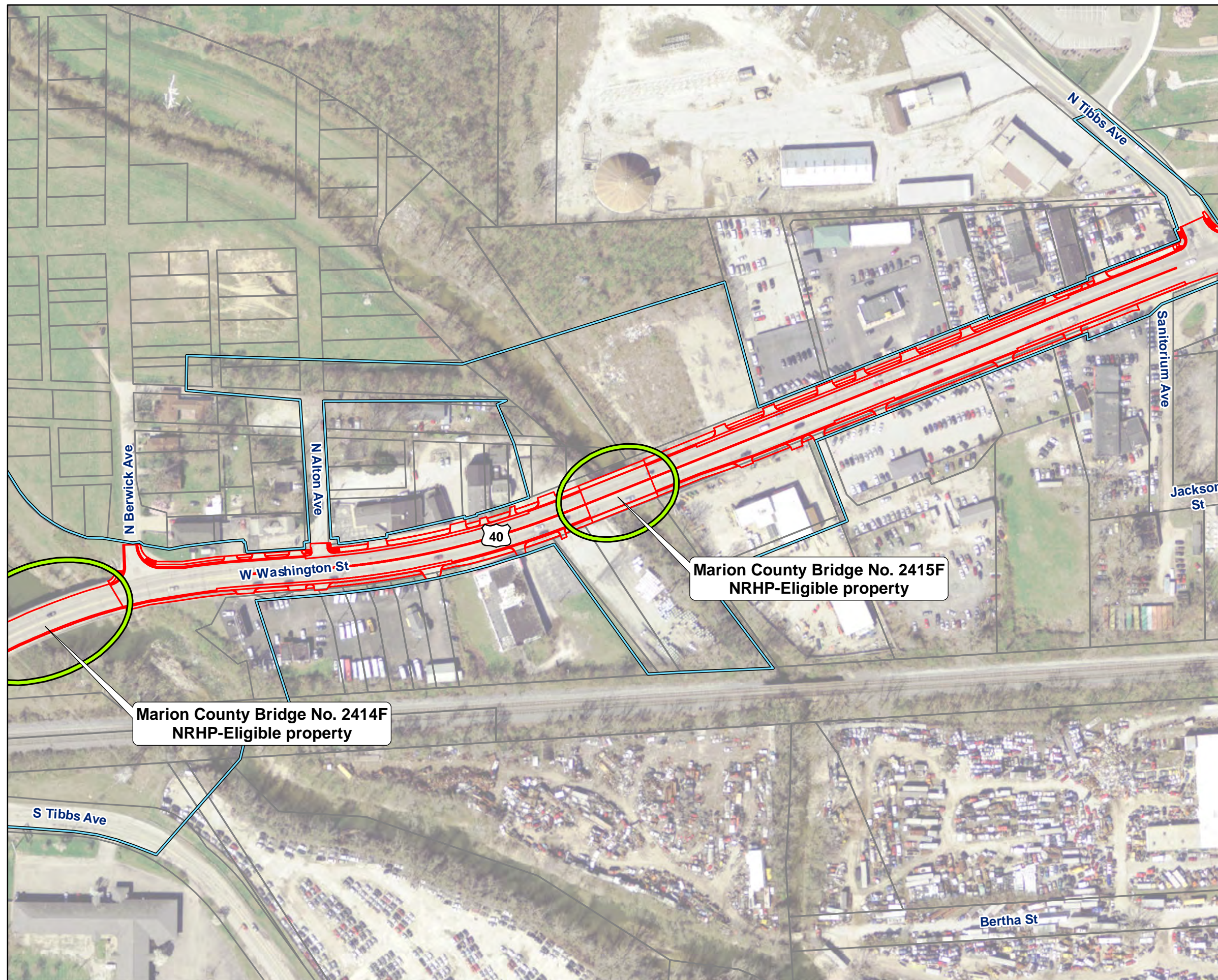
4.2.1 *HISTORIC SIGNIFICANCE*

This structure is a single-span filled spandrel concrete arch bridge. The bridge is faced with limestone veneer. The photo in the documentation prepared in 1988 on this bridge shows a stone-faced railing along the south side of the bridge and a concrete jersey barrier railing along the north side of the bridge. Neither remains present on the bridge, which now has concrete sidewalks forming a coping above the spandrels with metal guardrails along the outside edge of the sidewalks. The Indiana Historic Bridge Inventory (Volume 2, Section 1, p. 120) determined the bridge eligible under Criterion A for its association with the National Road and the development of the state's early twentieth century transportation systems.

4.2.2 *ASSESSMENT OF EFFECTS*

Figure 4-2 provides an overview of the project near the Marion County Bridge No. 2415F. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and curb ramp and sidewalk improvements. Curb ramp and sidewalk improvements will take place along both sides of W. Washington Street directly southwest and northeast of the bridge. Along W. Washington Street, the BRT would operate in dedicated center-running lanes.

No physical impacts to the bridge would occur. Although the BRT vehicles would operate along W. Washington Street, travelling over the bridge, all operations would occur within the existing roadway right-of-way. The construction activity would occur outside of the structure's NRHP boundary and legal parcel. There will be some construction activity in the improvements of the curb ramps and sidewalks adjacent to the bridge. However, all curbs and sidewalks in this area are concrete, and this work is anticipated to remain within previously existing pavement. Therefore, the project would have no effect to the bridge's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Eligible property
- Parcel
- Proposed stations, sidewalks, and curb improvements

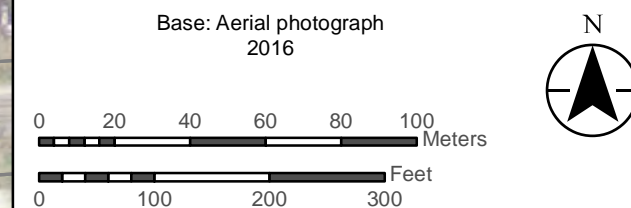


Figure 4-2
Marion County Bridge No. 2415F.

Project implementation would not alter the bridge's integrity of setting in an important way. The bridge is significant under Criterion A for its association with historically important roadways; its integrity of setting is dependent on its location on a busy urban thoroughfare, a condition that will not change as a result of this undertaking. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the bridge. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant view sheds to or from the structure. No historically significant views to, from, or within the property boundaries of the bridge would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the bridge's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as a remnant of early twentieth century transportation construction. Therefore, project implementation would have no effect on the bridge's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on Marion County Bridge No. 2415F.



Photograph 4-2. Overview of Marion County Bridge No. 2415F, looking north-northeast.

4.3 WASHINGTON STREET METHODIST CHURCH

4.3.1 *HISTORIC SIGNIFICANCE*

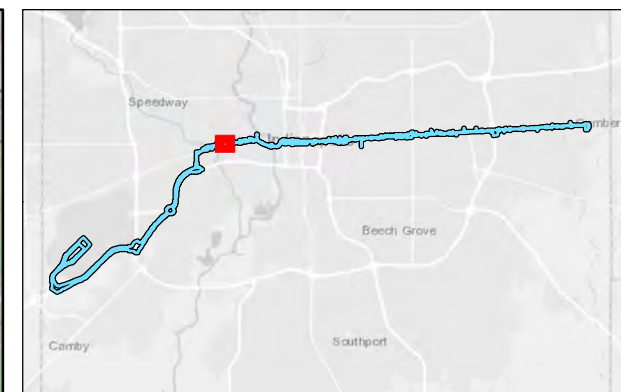
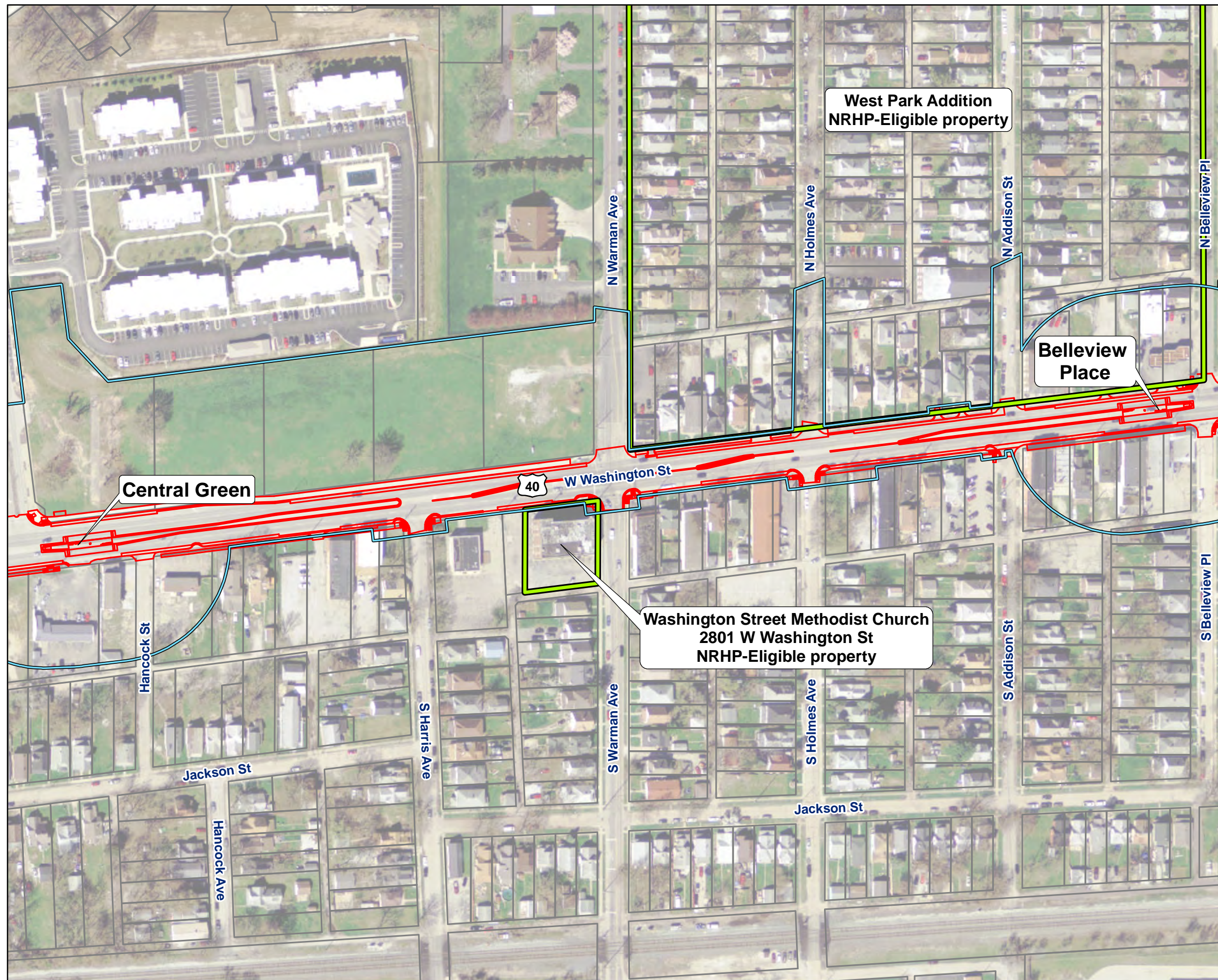
The Washington Street Methodist Church is determined eligible for the NRHP under Criterion C and Criteria Consideration A for its combination of the Tudor Revival and Neo-Classical Revival architectural styles, and for its stained glass windows designed, made, and installed by Indiana artist Edna Browning Ruby. The church was built in 1924, replacing an earlier church of the same name on the site.

The Washington Street Methodist Church is historically significant for its intact stained glass windows which were designed and installed by Edna Browning Ruby. Ruby was a renowned artist who was nationally and internationally known for her craft and skill as a pioneering businesswoman. Ruby trained at the Art Institute of Chicago and the Pennsylvania Museum and School of Industrial Art at a time when it was unusual for women to have the opportunity to attend college. Her work included jewelry and textile design, fabricated metal work, and the painting of miniatures. She considered her stained glass, which she began working on in 1915 at the age of 28, to be a hobby. She went on to win medals, as well as acclaim, and, in 1927, was named an outstanding businesswoman by the National Federation of Business and Professional Women's Clubs. At the time of her death in 1937, Ruby was believed to be the only woman in the United States who designed, built, and installed stained glass. The Washington Street Methodist Church is the only church remaining in Indianapolis that features Ruby's stained glass windows.

4.3.2 *ASSESSMENT OF EFFECTS*

Figure 4-3 provides an overview of the project near the Washington Street Methodist Church. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of two BRT station platforms, both of the latter are outside of the historic property boundary. There will also be curb ramp and sidewalk improvements on both sides of W. Washington Street in the vicinity of the church.

The BRT would operate within the existing right-of-way of W. Washington Street adjacent to the structure's north NRHP boundary. Curb improvements will be made within the southwestern corner of the W. Washington Street and Warman Avenue intersection, overlapping with the structure's northeastern NRHP boundary, and along the south side of W. Washington Street north of the church.



- Above-Ground APE Boundary
- NRHP-Eligible property
- Parcel
- Proposed stations, sidewalks, and curb improvements

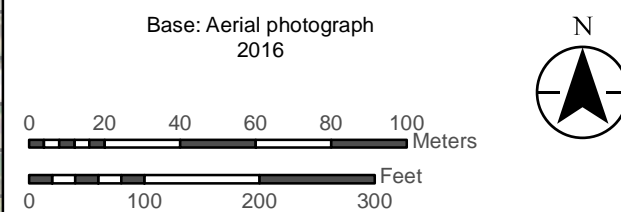


Figure 4-3
Washington Street Methodist Church.

Along W. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT stations are located at the intersection of W. Washington Street and Central Greens Boulevard (Central Green Station) and at the intersection of W. Washington Street and Bellevue Place (Bellevue Place Station). These stations will be center-running, double-sided platforms within the existing right-of-way of W. Washington Street.

The Central Green Station would be located approximately 700 feet west of the structure's west NRHP boundary, and the Bellevue Place Station will be located approximately 900 feet east of the structure's east NRHP boundary. Both stations will likely be visible from the Washington Street Methodist Church, but are not in the church's immediate setting.

No physical impacts to the Washington Street Methodist Church would occur. Although the BRT vehicles would operate along W. Washington Street adjacent to the structure's north boundary, all operations would occur within the existing roadway right-of-way. The BRT stations and construction activity would occur outside of the structure's NRHP boundary and the legal parcel. There will be some construction activity in the improvements of the curb ramps and sidewalk adjacent to the church. However, the curbs and sidewalks are concrete, and this work is anticipated to remain within previously existing pavement. Therefore, the project would have no effect to the church's integrity of location, design, materials, and workmanship.

Project implementation would not alter the Washington Street Methodist Church's integrity of setting in an important way. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the church property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. The two nearest BRT stations are not close enough to the church to be significant intrusions into its setting. No historically significant views to, from, or within the property boundaries of the church would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the Washington Street Methodist Church's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as a remnant of early twentieth century religious architecture. Therefore, project implementation would have no effect on the Washington Street Methodist Church's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Washington Street Methodist Church.



Photograph 4-3. Overview of the Washington Street Methodist Church, looking southwest.

4.4 WEST PARK ADDITION HISTORIC DISTRICT

4.4.1 HISTORIC SIGNIFICANCE

The West Park Addition Historic District is significant under Criterion C for its largely intact collection of small vernacular working-class housing occupied by industrial workers of the nearby factories at and just after the turn of the twentieth century.

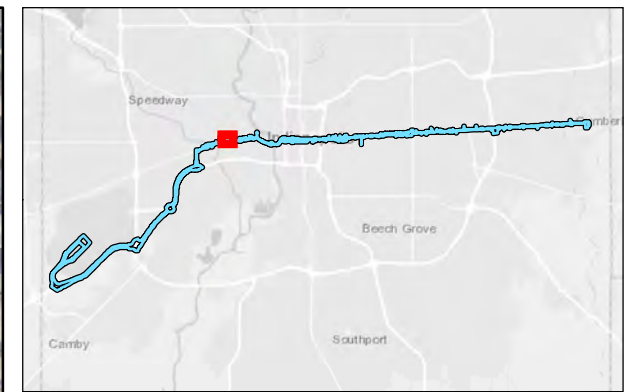
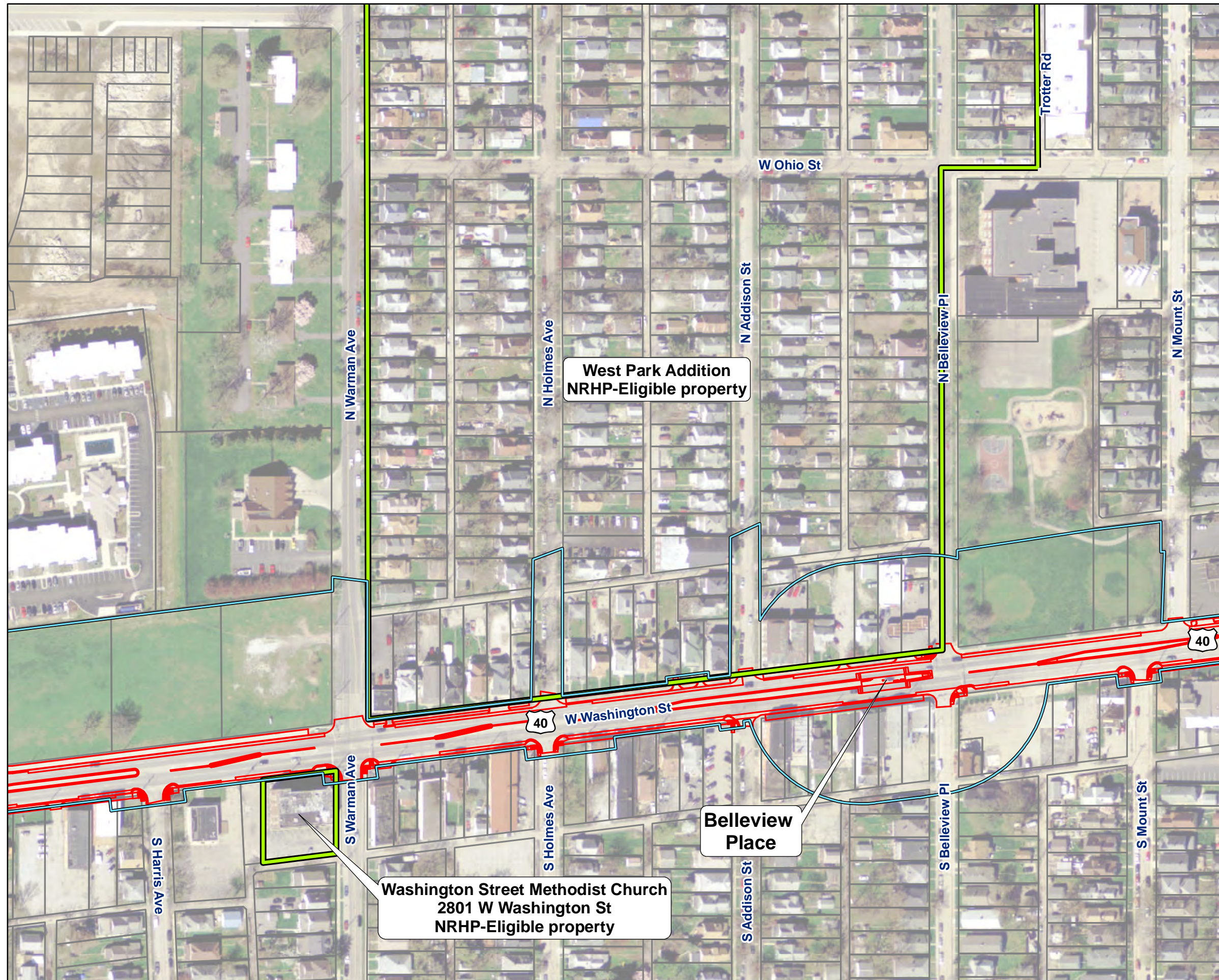
4.4.2 ASSESSMENT OF EFFECTS

Figure 4-4 provides an overview of the project near the West Park Addition Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements on both sides of W. Washington Street in the vicinity of the historic district.

The BRT would operate within the existing right-of-way of W. Washington Street adjacent to the historic district's south NRHP boundary. Curb improvements will be made within the southwestern corner of the W. Washington Street and N. Bellevue Place intersection, overlapping with the historic district's southeastern NRHP boundary.

Along W. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of W. Washington Street and N. Bellevue Place (Bellevue Place Station). This station will be a center-running, double-sided platform within the existing right-of-way of W. Washington Street.

No physical impacts to the West Park Addition Historic District would occur. Although the BRT vehicles would operate along W. Washington Street adjacent to the historic district's south boundary, all operations would occur within the existing roadway right-of-way. The BRT stations and construction activity would occur outside of the historic district's NRHP boundary and associated legal parcels. There will be some construction activity in the improvements of the curb ramps and sidewalk adjacent to the buildings along W. Washington Street. However, the curbs and sidewalks are concrete, and this work is anticipated to remain within previously existing pavement. Therefore, the project would have no effect to the historic district's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Eligible property
- Parcel
- Proposed stations, sidewalks, and curb improvements

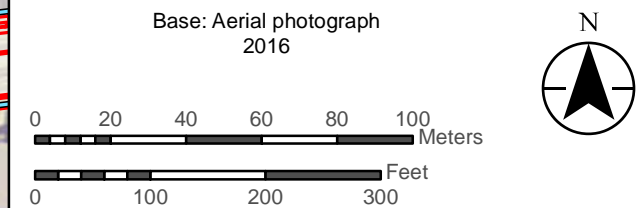


Figure 4-4
West Park Addition Historic District.

Project implementation would not alter the West Park Addition Historic District's integrity of setting in an important way. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from south-facing buildings in the historic district. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the historic district. The Bellevue Place Station will be adjacent to a Non-Contributing gas station and two vacant lots, in addition to an apartment building that at the time of survey had been gutted by a fire and one contributing house. The integrity of setting of the southeastern corner of the historic district has already been altered by the gas station and vacant lots. No historically significant views to, from, or within the boundaries of the historic district would be obscured or altered by any project facility; no visual impacts to the historic district were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the West Park Addition Historic District's integrity of setting.

Furthermore, no project activity would alter the historic district's feeling as a neighborhood of working-class vernacular houses. Therefore, project implementation would have no effect on the West Park Addition Historic District's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the West Park Addition Historic District.



Photograph 4-4. View of the houses along Holmes Avenue between Washington and Ohio streets (63 Holmes Avenue is at the right in the photo), looking northeast.

4.5 INDIANAPOLIS PARK AND BOULEVARD SYSTEM HISTORIC DISTRICT

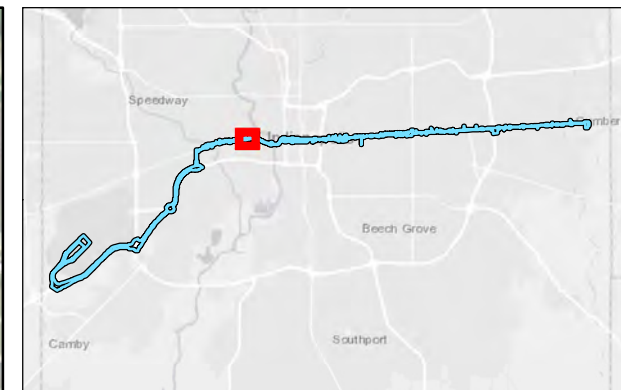
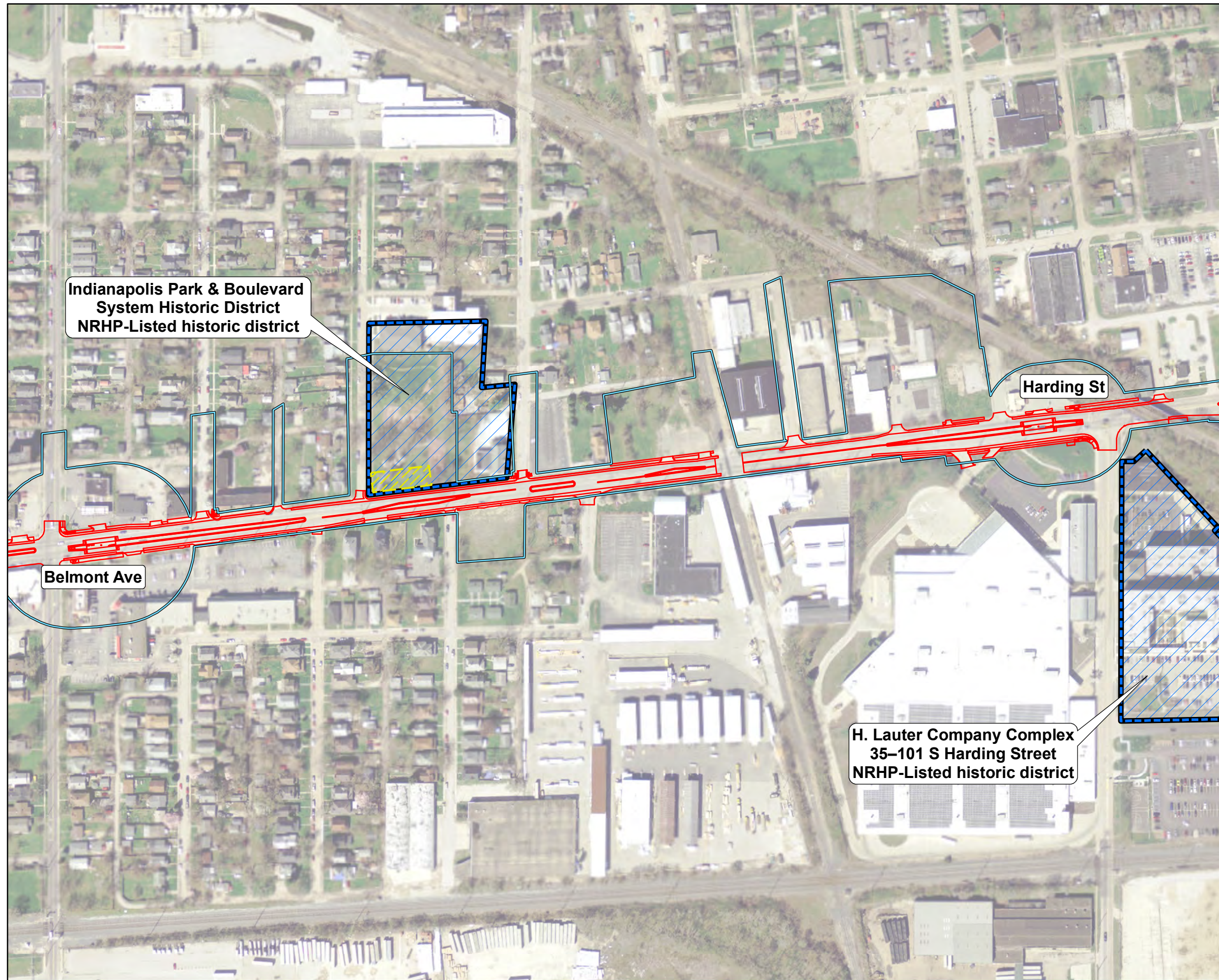
4.5.1 *HISTORIC SIGNIFICANCE*

The Indianapolis Park & Boulevard System Historic District is listed in the NRHP under Criterion A for its association with broad patterns of national, regional, and local history and under Criterion C for its significance in landscape architecture as the work of master landscape architect and German native, George Edward Kessler. Built from 1873 to 1952, the Indianapolis Park & Boulevard System is a 3,400-acre historic district roughly bounded by East 38th Street and Emerson, Southern, and Tibbs Avenue, extending along Fall Creek and Pleasant Run Parkways to Shadeland Avenue. Kessler's comprehensive city plan was built on the existing natural features of the area and transformed open space, vegetation, water, and roadways into multifunctional resources designed to improve the quality of life of its citizens while protecting the natural environment.

The Indianapolis Park & Boulevard System is historically significant for its association with the city's development, its response to early twentieth-century growth and the trend to regulate growth while beautifying the city and raising the standard of the living for its citizens. The Indianapolis Park & Boulevard Plan is also significant as the first comprehensive urban plan for Indianapolis. Kessler's plan embodies the distinctive characteristics of a master landscape architect in response to the urban conditions of the early twentieth century. The Park & Boulevard System is also significant in community planning and development as an example of comprehensive German town planning; in entertainment/recreation as an example of recreation planning at the turn of the century; in transportation for embodying the distinctive characteristics of a German-type of transportation system; and in engineering for its turn-of-the-century-city flood control measures, and road and bridge construction techniques. The historic district retains integrity of location, design, workmanship, materials, feeling, and association. The setting of the Indianapolis Park & Boulevard System has been altered by building demolitions and replacements from the 1960s to present.

4.5.2 *ASSESSMENT OF EFFECTS*

Figure 4-5 provides an overview of the project near the Indianapolis Park and Boulevard System. Implementation of the Blue Line BRT project would include the operation of BRT vehicles, the construction of BRT station platforms, curb ramp and sidewalk improvements, and the construction of various stormwater outfall areas, including an underground stormwater detention structure in Willard Park.



- Above-Ground APE Boundary
- NRHP-Listed historic district
- Proposed stations, sidewalks, and curb improvements
- Detention Facility

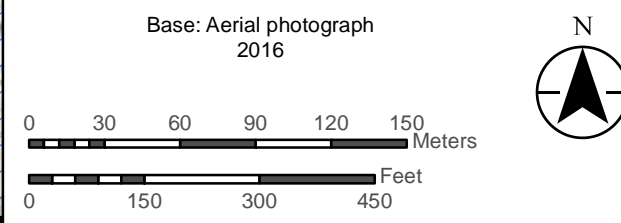
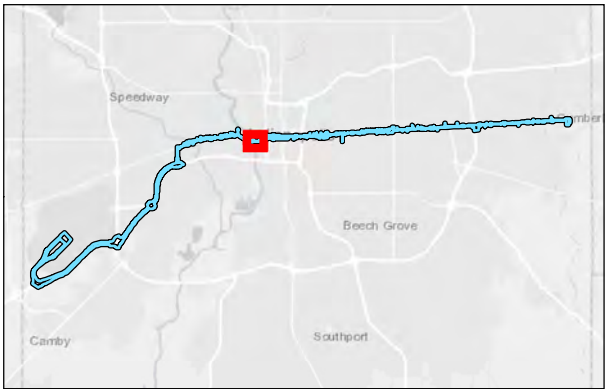
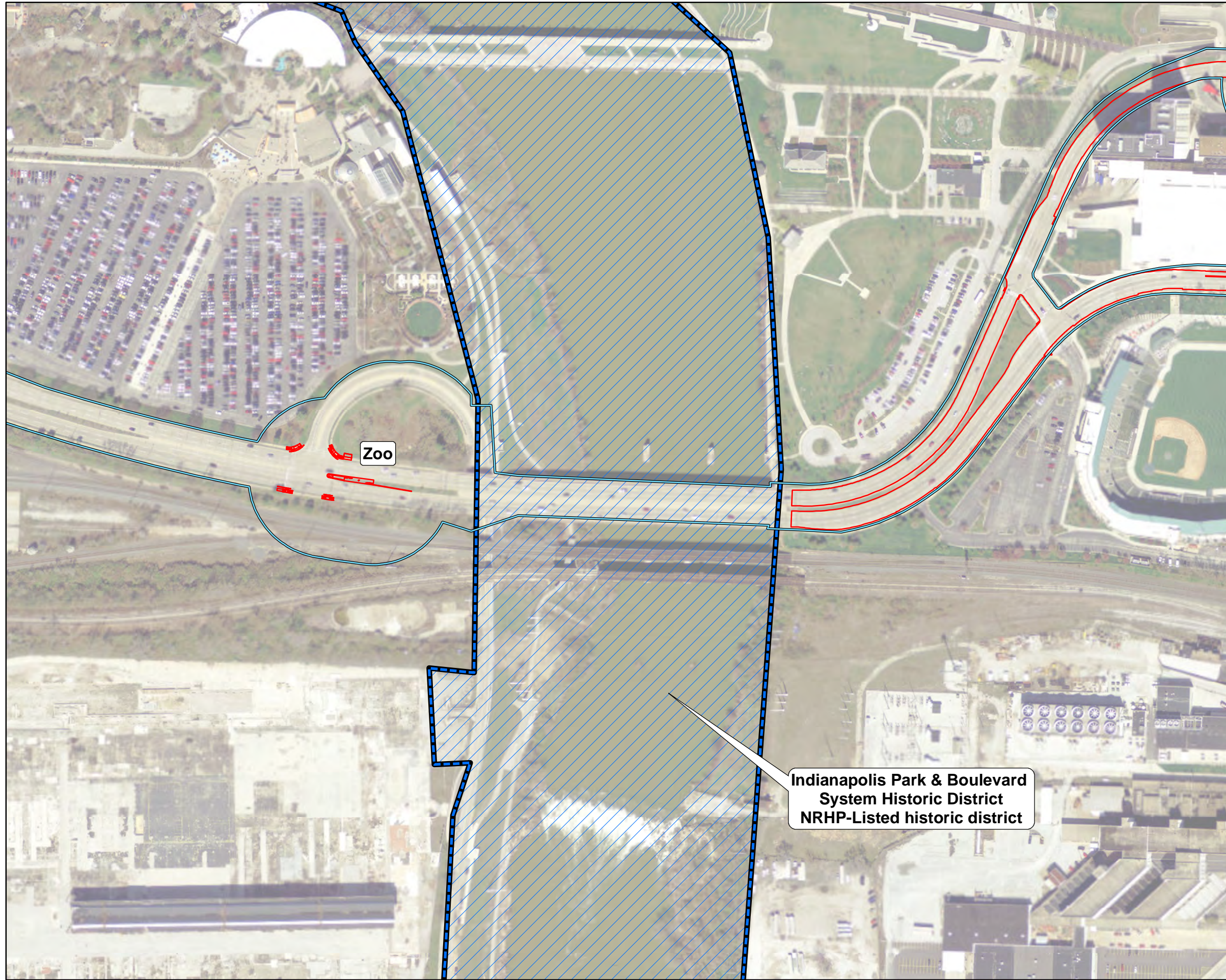


Figure 4-5 **Sheet 1 of 4**
Indianapolis Park And Boulevard System. (4 Sheets)



- Above-Ground APE Boundary
- NRHP-Listed historic district
- Proposed stations, sidewalks, and curb improvements

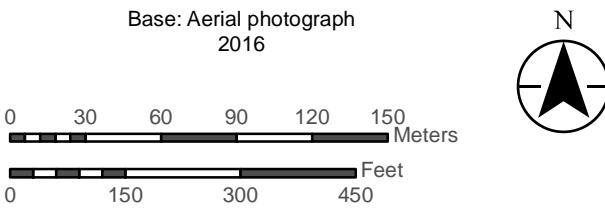
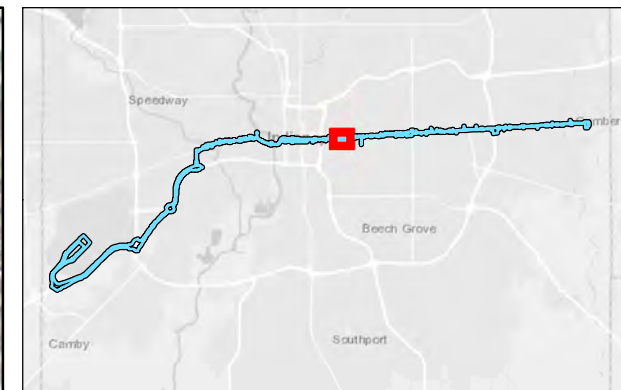
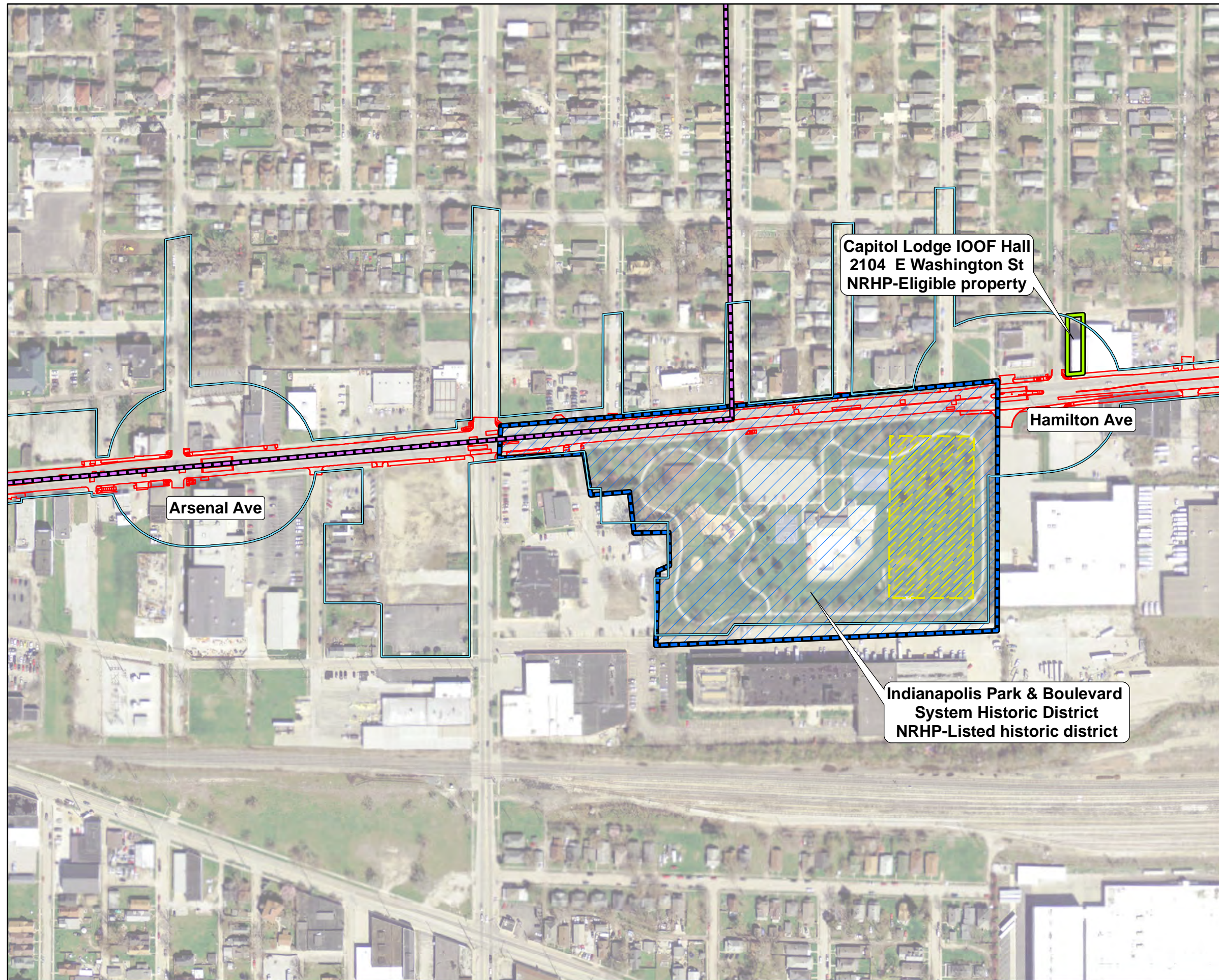


Figure 4-5 **Sheet 2 of 4**
Indianapolis Park And Boulevard System. (4 Sheets)



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Proposed stations, sidewalks, and curb improvements
- Detention Facility

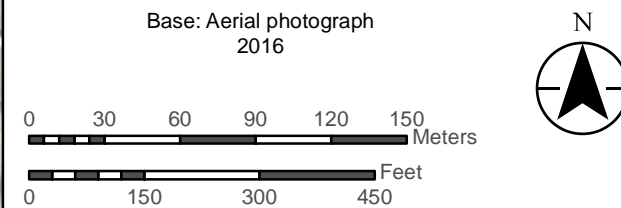
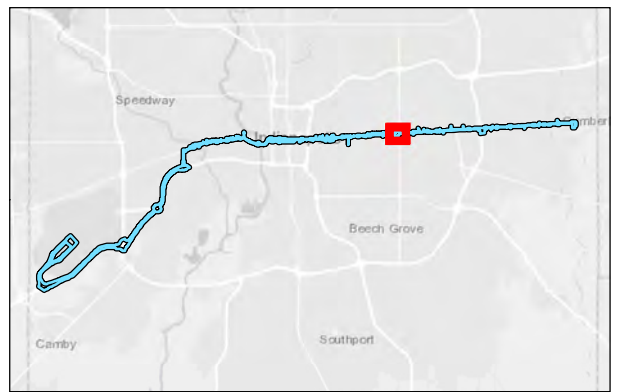
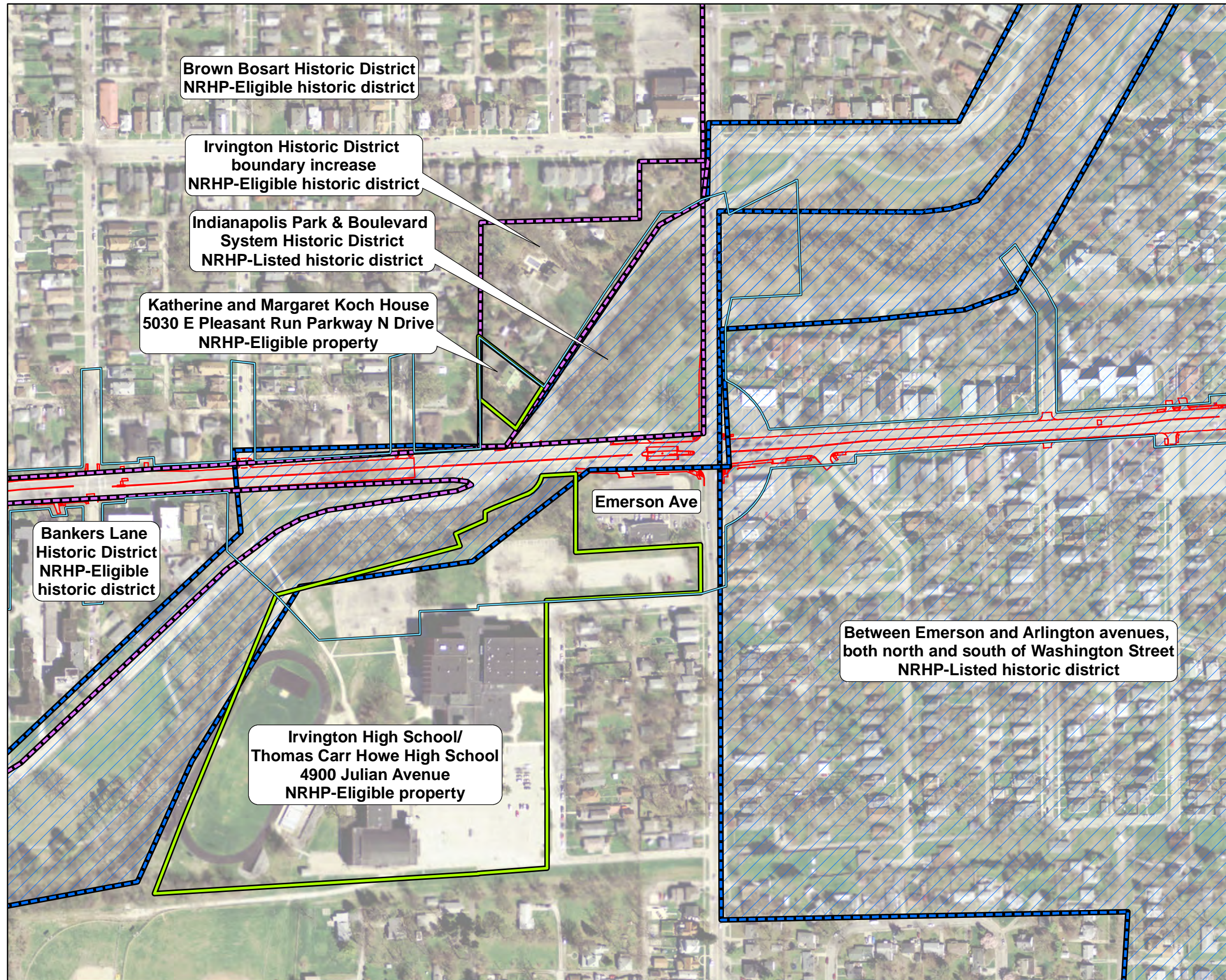


Figure 4-5 **Sheet 3 of 4**
Indianapolis Park And Boulevard System. (4 Sheets)



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Proposed stations, sidewalks, and curb improvements

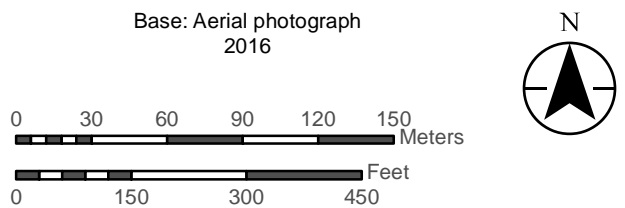


Figure 4-5 **Sheet 4 of 4**
Indianapolis Park And Boulevard System. (4 Sheets)

The BRT would operate within the existing right-of-way of Washington Street within several of the district's sections. Areas affected include near the intersection of Richland Street and W. Washington Street, the White River where it passes underneath W. Washington Street, along E. Washington Street north of Willard Park, and along Pleasant Run and Pleasant Run Parkway N. Drive and Pleasant Run Parkway South Drive. In all of these areas along Washington Street, the BRT would operate in dedicated center-running lanes. BRT stations will be located at the intersection of W. Washington Street and Harding Street (Harding Street Station), the Indianapolis Zoo (Zoo Station), E. Washington Street and Hamilton Avenue (Hamilton Avenue Station), and E. Washington Street and Emerson Avenue (Emerson Avenue Station). These stations will be center-running, double-sided platform within the existing right-of-way of Washington Street. Curb ramp and sidewalk improvements will be made within the district near Richland Street, the Indianapolis Zoo, Willard Park, and Pleasant Run.

The Harding Street Station would be located approximately 525 feet east of the district's east NRHP boundary at Richland Street. The station will be visible from the Richland Street component of the historic district. The Zoo Station would be located approximately 320 feet west of the district's west NRHP boundary at the White River. The station will be visible from the Indianapolis Zoo component of the historic district. The Hamilton Avenue Station would be located approximately immediately east of the district's east NRHP boundary at Willard Park. The station will be visible from the Willard Park component of the historic district. The Emerson Avenue Station would be located within the historic district boundary at Pleasant Run. The station will be visible from within the Pleasant Run component of the historic district.

Physical impacts to the Indianapolis Park and Boulevard System Historic District may consist of replacement of sidewalks and ADA curb ramps where the existing infrastructure is in poor condition or non-compliant with ADA standards. The curbs and sidewalks along Washington Street are concrete; no stone curbs were observed along side streets within or adjacent to this historic district. All side streets have existing modern curb ramps at their intersection with Washington Street. Sidewalk and curb ramp replacement are expected to only impact concrete infrastructure that does not contribute to the district's historic character.

Underground stormwater detention facilities are proposed to be located in the east side of Willard Park, in an area consisting of sports fields, trees, and a walking trail, and in the south end of Indianola Park, in an area consisting of trees and paths. Construction of these facilities will require the removal of some of the existing trees in each park. Coordination with the Indianapolis Parks and Recreation Department will

continue through the design of the project to determine landscaping plans that will restore infrastructure and vegetation to the surface of the parks following the completion of construction.

Although the BRT vehicles would operate along Washington Street within the district's components, all operations would occur within the existing roadway right-of-way. Three of the BRT stations and associated construction activity would occur outside of the district's NRHP boundary and the legal parcels of its contributing sections. Only the Emerson Avenue Station would be constructed within the NRHP boundary (at Pleasant Run), and this station will be entirely within the right-of-way of E. Washington Street. Willard Park is a contributing resource of the historic district, and construction of an underground stormwater detention facility will impact its design and materials, although efforts will be made to restore the removed features following construction.

The project would have no effect to the district's integrity of location and workmanship. The Emerson Avenue Station and the Willard Park detention facility will affect the historic district's integrity of design and materials. However, a BRT station in the right-of-way of E. Washington Street will not alter the historic design character of the historic district. Also, the Willard Park detention facility will not be within view once completed, and efforts will be made to restore the park amenities above the detention facility. These project elements will not diminish the historic district's integrity of design or materials.

Project implementation would alter the Indianapolis Park and Boulevard System's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of some of the district's contributing buildings along Washington Street. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings.

Each of the four BRT stations listed above will be visible from or located within a segment of the historic district within the APE. The Harding Street Station is far enough from Richland Street as to not be a significant component of the setting of this portion of the historic district. The Zoo Station will not diminish the setting of the historic district, as the zoo, parkland, and a minor league baseball stadium already dominate the setting where W. Washington Street crosses the White River. The Zoo Station, although a new component in the setting, will be an insignificant one.

The Hamilton Avenue Station will be located adjacent to the northeast corner of Willard Park. However, vacant lots and modern infill construction have already diminished the integrity of setting of the park. The

station will not alter or remove any of the surrounding early twentieth century building stock that represents the city's growth which had prompted the development of a city-wide park system. The park is not physically linked to other parts of the historic district by parkways or green space, so the presence of the station will not diminish the park's character as part of an overall park system. The relatively small visual impact of the station will not further diminish the integrity of Willard Park or the historic district.

The Emerson Avenue Station will be constructed adjacent to a contributing park at the northwest corner of E. Washington Street and Emerson Avenue, as well as the green space along Pleasant Run, and will be a new visual element in the setting of the historic district. However, non-historic gas stations occupy the other three corners of the intersection and already diminish the integrity of setting in this area. The station will not alter or remove any of the surrounding early twentieth century building stock that represents the city's growth which had prompted the development of a city-wide park system. The station will not diminish the recreational or flood control purposes of the adjoining park or green space. The station will not break the links to other contributing parts of the historic district provided by the Pleasant Run green space and its location in an overall system of parks. The relatively small visual impact of the Emerson Avenue Station will not further diminish the integrity of setting in this location to a significant degree. Therefore, project implementation of the Blue Line BRT will not have an adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a significant collection of components associated with the city's development, its response to early twentieth-century growth and the trend to regulate growth while beautifying the city and raising the standard of the living for its citizens. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Indianapolis Park and Boulevard System Historic District.



Photograph 4-5. Overview of the Indianapolis Parks and Boulevard System Historic district, looking east.

4.6 H. LAUTER COMPANY COMPLEX

4.6.1 *HISTORIC SIGNIFICANCE*

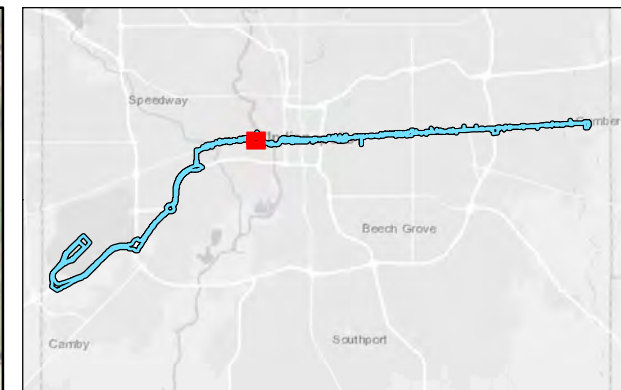
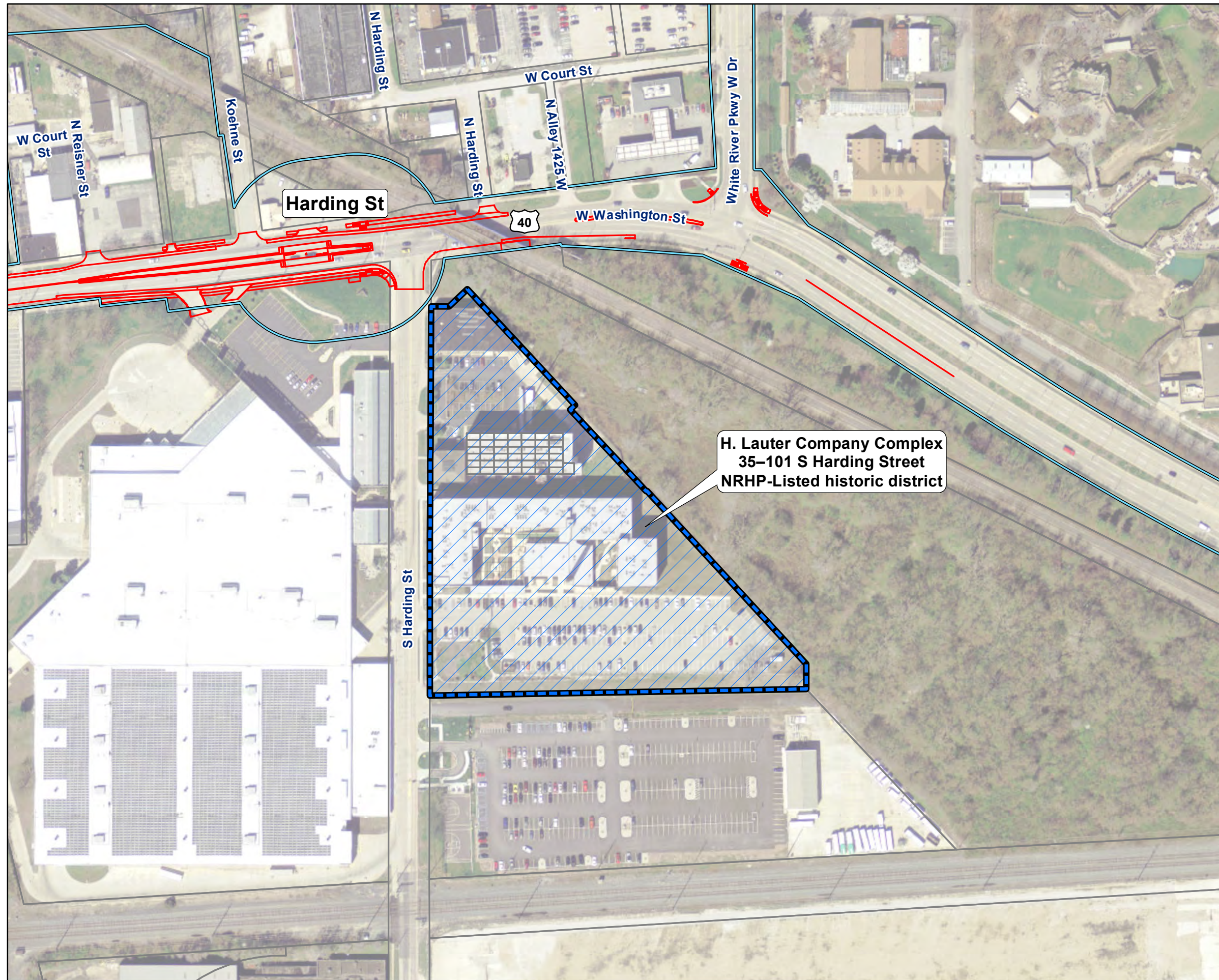
The H. Lauter Company Complex was NRHP-listed in 2015 under Criteria A and C for its association with the furniture manufacturing industry in Indianapolis, as an example of early industrial construction, and as works designed in part by prominent architects Rubush and Hunter and Adolph Scherrer. The complex was constructed in stages between 1895 and 1912. The building closest to W. Washington Street is non-contributing. The contributing buildings are brick industrial buildings of varied heights and have been converted to condominiums and apartments. The complex retains integrity of location, design, materials, workmanship, feeling, and association. The complex's integrity of setting has been lost due to the construction of the bus maintenance facility to the west.





4.6.2 *ASSESSMENT OF EFFECTS*

Figure 4-6 provides an overview of the project near the H. Lauter Company Complex. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements along both sides of W. Washington Street north of the H. Lauter Company Complex. The BRT would operate within the existing right-of-way of W. Washington Street approximately 75 feet north of the district's north property boundary. Along W. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of W. Washington Street and Harding Street (Harding Street Station). This station will be a center-running, double-sided platform within the existing right-of-way of W. Washington Street.

The Harding Street Station will be located approximately 180 feet northwest of the structure's north parcel boundary. This station will be visible from the H. Lauter Company Complex as there will be no visual obstructions between the two.

No physical impacts to the H. Lauter Company Complex would occur. No BRT vehicles will operate along S. Harding Street and will therefore not operate directly beside the district. The BRT stations and construction activity would occur outside of the NRHP boundary. Therefore, the project would have no effect to the district's integrity of location, design, materials, and workmanship.



-  Above-Ground APE Boundary
-  NRHP-Listed historic district
-  Parcel
-  Proposed stations, sidewalks, and curb improvements

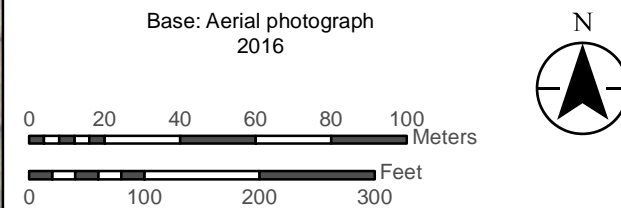


Figure 4-6
H. Lauter Company Complex.

Project implementation would alter the H. Lauter Company Complex's integrity of setting. The Harding Street Station will be a new visual element in the viewshed north of the property. However, the setting has already been altered through the presence of the large IndyGo facility to the west. Also, the complex is significant, in part, for its role in local industrial history, and the station will not alter the overall industrial character of the building's setting. The relatively small visual impact of the station will not further diminish the property's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the complex property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the complex's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a remnant of Indianapolis' early manufacturing industry. Therefore, project implementation would have no effect on the H. Lauter Company Complex's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the H. Lauter Company Complex.



Photograph 4-6. Overview of the H. Lauter Company Complex, looking southeast.

4.7 INDIANA STATE CAPITOL BUILDING

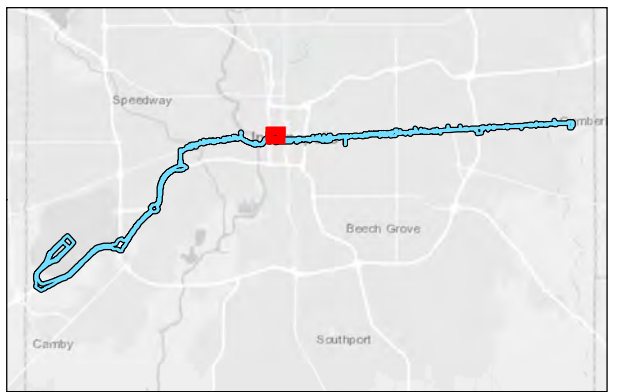
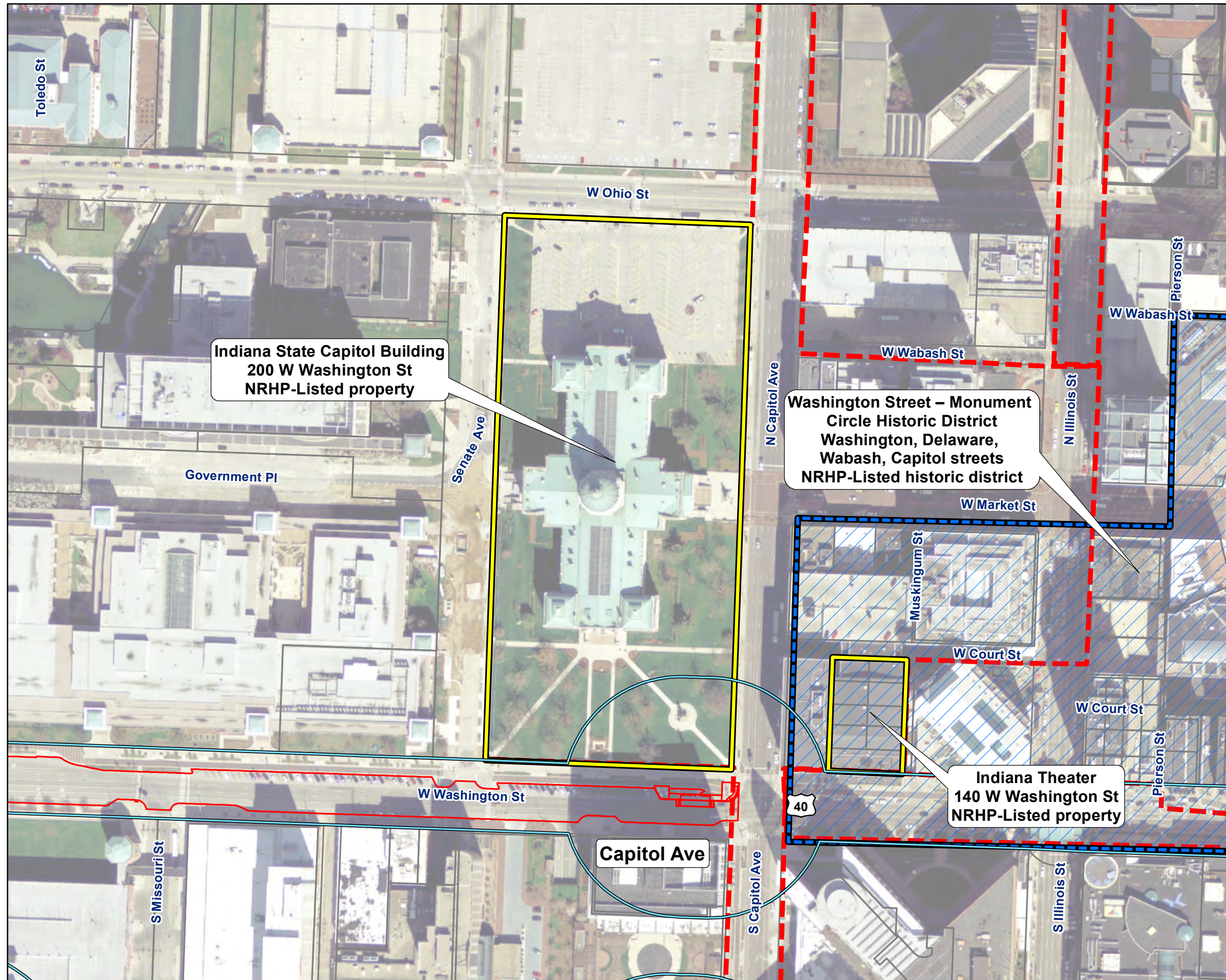
4.7.1 HISTORIC SIGNIFICANCE

The Indianapolis State Capitol Building was NRHP-listed in 1975 under Criteria A and C for its significance as the seat of state government for over 150 years, and for its architectural high style and integrity, as designed by famous Indiana architect, Edwin May. The State Capitol Building is significant in the areas of Architecture and Politics/Government. The construction of the State Capitol Building began in 1878, after the former capitol building was demolished. Edwin May was the initial architect for this project, but Adolph Scherrer took over in 1880; Scherrer remained the architect until the building was completed in 1888. Over the years, the building has been host to people and events that have shaped Indiana's development and history.

The building is elaborately designed in the Neo-Classical architectural style with Greek Revival and Richardson Romanesque features. The exterior of the building is constructed of Indiana Limestone which is capped with domed and gabled metal roofing. Prominent features of the building include the protruding porticos that adorn each entrance, extending from the second floor to the fourth. These porticos are supported with columns of the Corinthian order and are adorned with elaborate pediments. The windows appear to be replacements, although the frames are original. The windows feature decorative pediments, limestone headers, and stone sills. Stone dentils encircle the building above the first and fourth stories. Overall, the Indiana State Capitol Building retains much of its historic integrity and it is recommended that it should retain its NRHP status.

4.7.2 ASSESSMENT OF EFFECTS

Figure 4-7 provides an overview of the project near the Indiana State Capitol Building. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. The BRT would operate within the existing right-of-way of W. Washington Street directly adjacent to the structure's south property boundary. Along W. Washington Street, the BRT would operate in a one-way, BAT lane. It would continue in offset dedicated lanes along W. Washington Street nearest the north curb. The nearest BRT station is located at the intersection of W. Washington Street and Capitol Avenue (Capitol Avenue Station). This station will be located at the intersection of W. Washington Street and Capitol Avenue. This station will be located on the north curb within the existing right-of-way of W. Washington Street west of Capitol Avenue.



- Above-Ground APE Boundary
- APE Boundary (Red Line)
- NRHP-Listed property
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

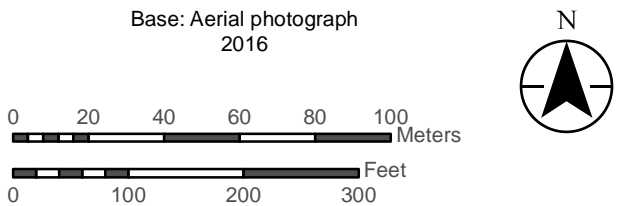


Figure 4-7
Indiana State Capitol Building.

The Capitol Avenue Station will be located approximately 25 feet south of the structure's south parcel boundary. This station will be visible from the Indiana State Capitol Building.

No physical impacts to the Indiana State Capitol Building would occur. The BRT stations and construction activity would occur outside of the structure's parcel boundary and the legal parcel. Therefore, the project would have no effect to the church's integrity of location, design, materials, and workmanship.

Project implementation would alter the Indiana State Capitol Building's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. The Capitol Avenue Station along W. Washington Street at the southeastern corner of the Indiana State Capitol property will be a new visual element in the setting of the building. However, the surrounding area is characterized by large modern buildings and skyscrapers that have already impacted the building's integrity of setting. Also, an important component of the building's setting, as the seat of state government, is its presence in an urban downtown location with governmental, institutional, and commercial buildings in proximity, a condition that will not change as a result of this undertaking. The relatively small visual impact of the station will not further diminish the property's integrity of setting. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the building's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as the seat of state government for over 150 years, and for its architectural high style and integrity, as designed by famous Indiana architect, Edwin May. Therefore, project implementation would have no effect on the Indiana State Capitol Building's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Indiana State Capitol Building.



Photograph 4-7. Overview of the Indiana State Capitol Building, looking northwest.

4.8 WASHINGTON STREET-MONUMENT CIRCLE HISTORIC DISTRICT

4.8.1 *HISTORIC SIGNIFICANCE*

The Washington Street – Monument Circle Historic District is listed in the NRHP under Criteria A and C for its association with the city's commerce, entertainment, and religious institutions, as well as its significant collection of architect-designed buildings. Developed between 1852 and 1946, the district encompasses the heart of the City of Indianapolis and is roughly bounded by Washington, Delaware, Wabash, and Capitol Streets. Along Washington and Delaware Streets, the district boundary extends to the centerline of the roadway right-of-way. The district contains 40 contributing buildings, two (2) contributing structures, and 27 noncontributing buildings. Eighteen of the contributing buildings are individually listed in the NRHP.

The Washington Street – Monument Circle Historic District is historically significant under Criterion A for its commerce, entertainment/recreation, and religious associations as the city's historical retail and financial district. It is also listed under Criterion C for its many architecturally significant commercial buildings, office buildings, banking houses, theaters, club houses, and a church. Most of the buildings were the work of talented and prolific local architecture firms. Also under Criterion C, the district is significant in the area of community planning and development. The district straddles four blocks of Washington Street, the planned main street of Indianapolis and a segment of the National Road. The district also includes Monument Circle, the circular street in the center of the city's original Mile Square plat. The district retains integrity of location, design, workmanship, materials, feeling, and association. Within the district boundaries, integrity of setting remains intact because its contributing buildings retain those historically significant viewsheds and spatial relationships. Outside of the district boundaries, integrity of setting is diminished by building demolitions and replacements from the 1960s to present; however, views from the district to buildings outside of its boundaries are less important to conveying its historic significance than views and spatial relationships toward and within its boundaries.

4.8.2 *ASSESSMENT OF EFFECTS*

Figure 4-8 provides an overview of the project near the Washington Street – Monument Circle Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. The BRT would operate within the existing right-of-way of W. Washington Street within the district's south NRHP boundary, and along a small portion of Maryland Street within the district's far south NRHP boundary. Along W. Washington Street, the BRT would operate

in a one-way, BAT lane. It would continue in offset dedicated lanes along W. Washington Street and Maryland Street nearest the north curb. The nearest BRT stations are located at the intersection of W. Washington Street and Capitol Avenue and at the intersection of Maryland Street and Capitol Avenue. These stations will be located on the north curb within the existing rights-of-way of W. Washington Street and Maryland Street respectively and west of Capitol Avenue.

The Capitol Avenue Station on W. Washington Street would be located approximately 90 feet west of the district's west NRHP boundary and approximately 180 feet west of the nearest contributing building at 140 W. Washington Street. The Capitol Avenue Station on Maryland Street would be located approximately 850 feet west of the district's south NRHP boundary; large structures, including two skywalks west of the district boundary, will obscure views of the Capitol Avenue Station on Maryland Street from the historic district.

No physical impacts to the Washington Street – Monument Circle Historic District would occur. Although the BRT vehicles would operate along W. Washington Street and Maryland Street within the district's south boundary, all operations would occur within the existing roadway right-of-way. The BRT stations and construction activity would occur outside of the district's NRHP boundary and the legal parcels of its contributing buildings. Therefore, the project would have no effect to the district's integrity of location, design, materials, and workmanship.

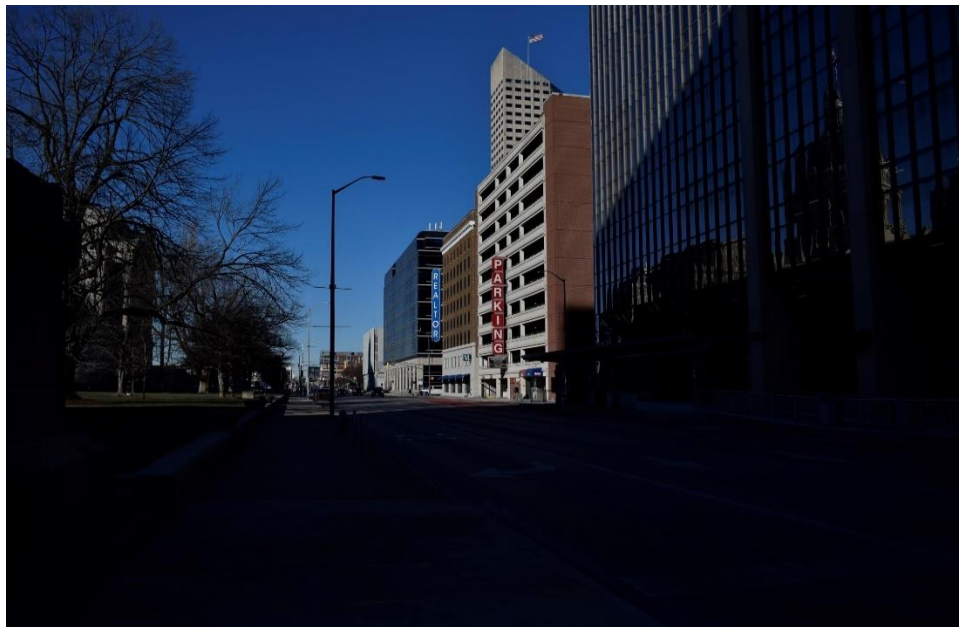
Project implementation would not significantly alter the Washington Street – Monument Circle Historic District's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of some of the district's contributing buildings along W. Washington Street and Maryland Street. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings. The Capitol Avenue Station on W. Washington Street would be visible from several of the district's contributing buildings. This station and the Capitol Avenue Station on Maryland Street would not be visible from most of the district's other contributing buildings due to the presence of intervening multi-story buildings and the skywalk above the intersection of W. Washington Street and Illinois Street. No historically significant views to, from, or within the district would be obscured or altered by any project facility; no visual impacts to the district were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a significant collection of architect-designed buildings associated with the city's history of commerce, entertainment, and religion. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Washington Street – Monument Circle Historic District.



Photograph 4-8. Overview of Washington Street-Monument Circle Historic District from the Maryland Street and Capitol Avenue intersection.



Photograph 4-9. Overview of Washington Street-Monument Circle Historic District from the Washington Street and Capitol Avenue intersection.

4.9 INDIANA THEATER

4.9.1 *HISTORIC SIGNIFICANCE*

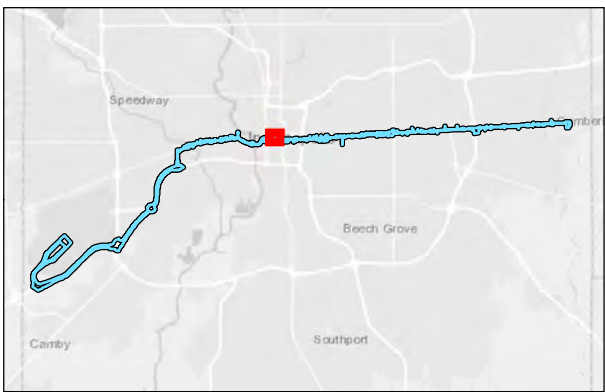
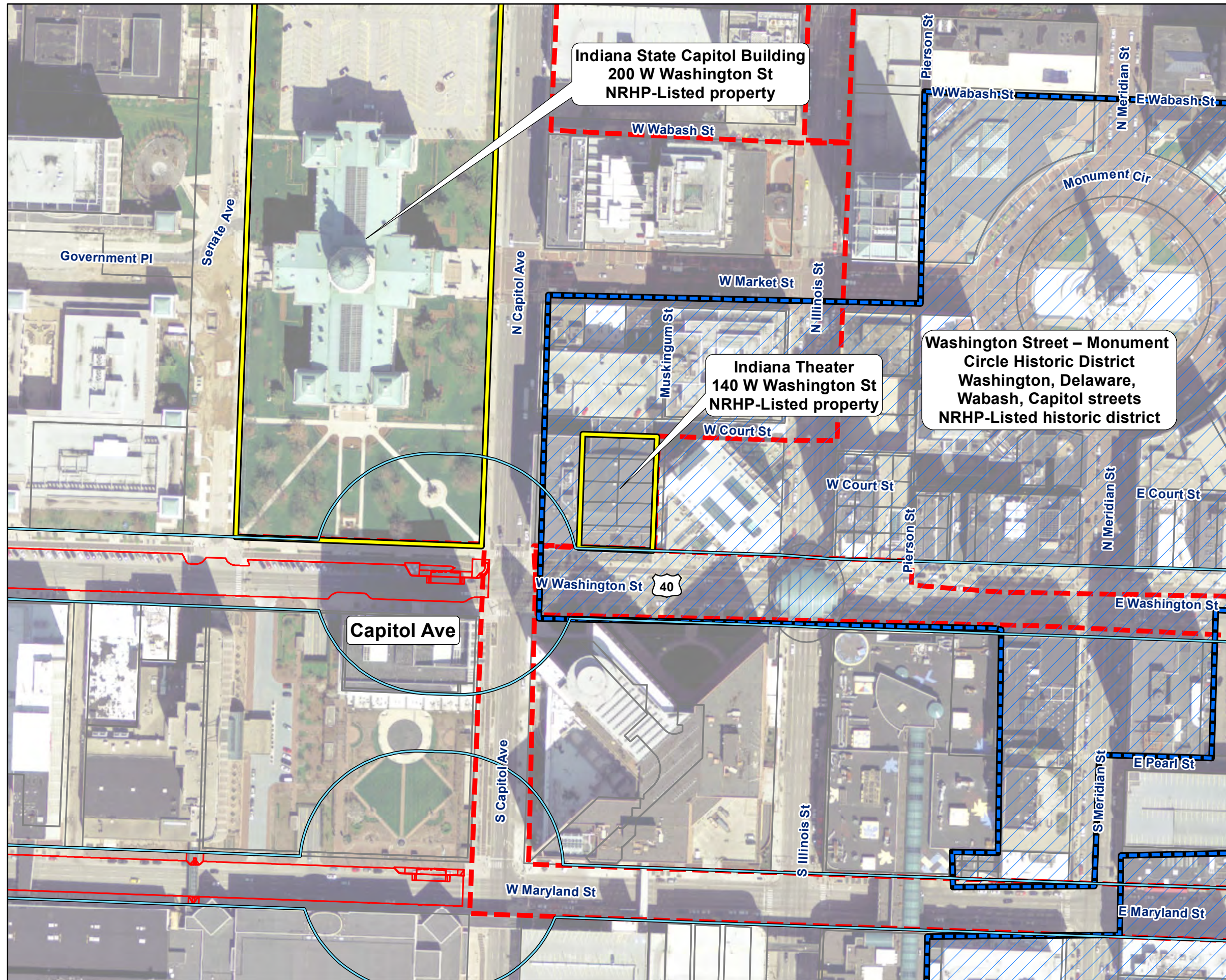
NRHP-listed under Criterion A for its historic significance as a popular and influential theater in downtown Indianapolis. The building is NRHP-listed under Criterion C for architectural significance as a high style example of the Spanish Colonial Revival style. The theater was built in 1927 by a number of famous Indiana architects and artisans. Those who worked on the theater included the Rubush and Hunter Firm (architects), Alexander Sagernebo (sculptor), Dante Gaspari (sculptor), and Randolph LaSalle Coats (painter). The Indiana Theater was well known at the time for being at the forefront of cinema technology. The theater reportedly hosted the latest in movie engineering advancements and featured many other forms of entertainment including billiards, a live performance stage, bowling lanes, and more. Overall, the Indiana Theater retains its historic integrity and is recommended to retain its NRHP status.

4.9.2 *ASSESSMENT OF EFFECTS*

Figure 4-9 provides an overview of the project near the Indiana Theater. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. The BRT would operate within the existing right-of-way of W. Washington Street directly adjacent to the structure's south property boundary. Along W. Washington Street, the BRT would operate in a one-way, BAT lane. It would continue in offset dedicated lanes along Washington Street nearest the north curb. The nearest BRT station is located at the intersection of Washington Street and Capitol Avenue (Capitol Avenue Station). This station platform will be located along the north side of W. Washington Street west of Capitol Avenue within the existing right-of-way of W. Washington Street.

The Capitol Avenue Station will be located approximately 180 feet west of the structure's west parcel boundary.

No physical impacts to the Indiana Theater would occur. The BRT stations and construction activity would occur outside of the structure's parcel boundary and the legal parcel. Therefore, the project would have no effect to the church's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- APE Boundary (Red Line)
- NRHP-Listed property
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

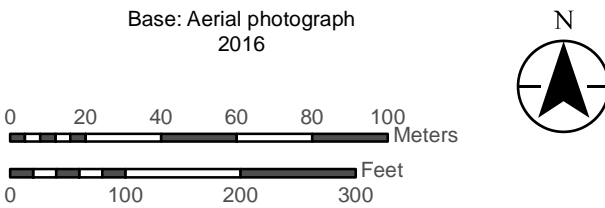
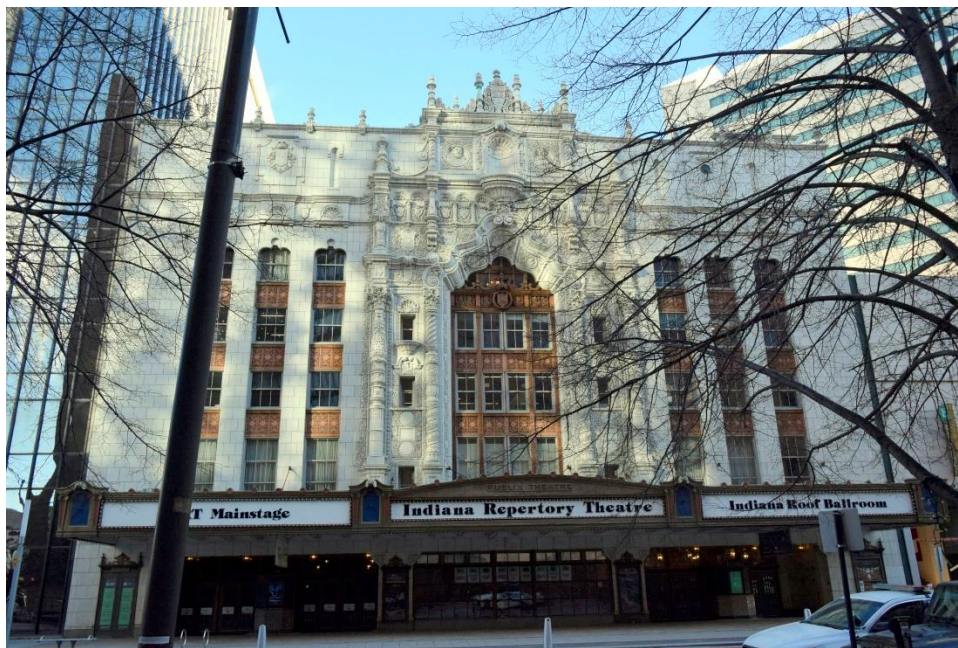


Figure 4-9
Indiana Theater.

Project implementation would not significantly alter the Indiana Theater's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. No historically significant views to, from, or within the property boundaries of the building would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the building's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as a popular and influential theater in downtown Indianapolis. Therefore, project implementation would have no effect on the Indiana Theater's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Indiana Theater.



Photograph 4-10. Overview of the Indiana Theater, looking north.

4.10 INDIANAPOLIS UNION STATION WHOLESALE HISTORIC DISTRICT

4.10.1 HISTORIC SIGNIFICANCE

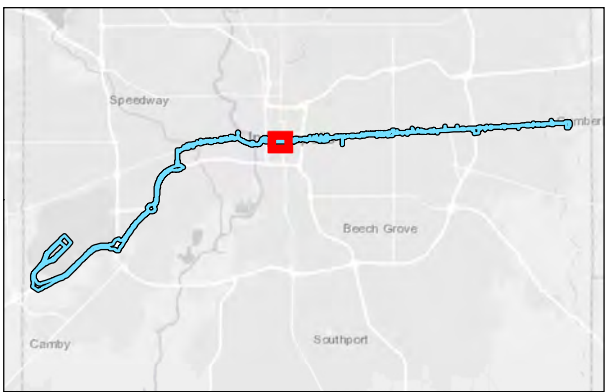
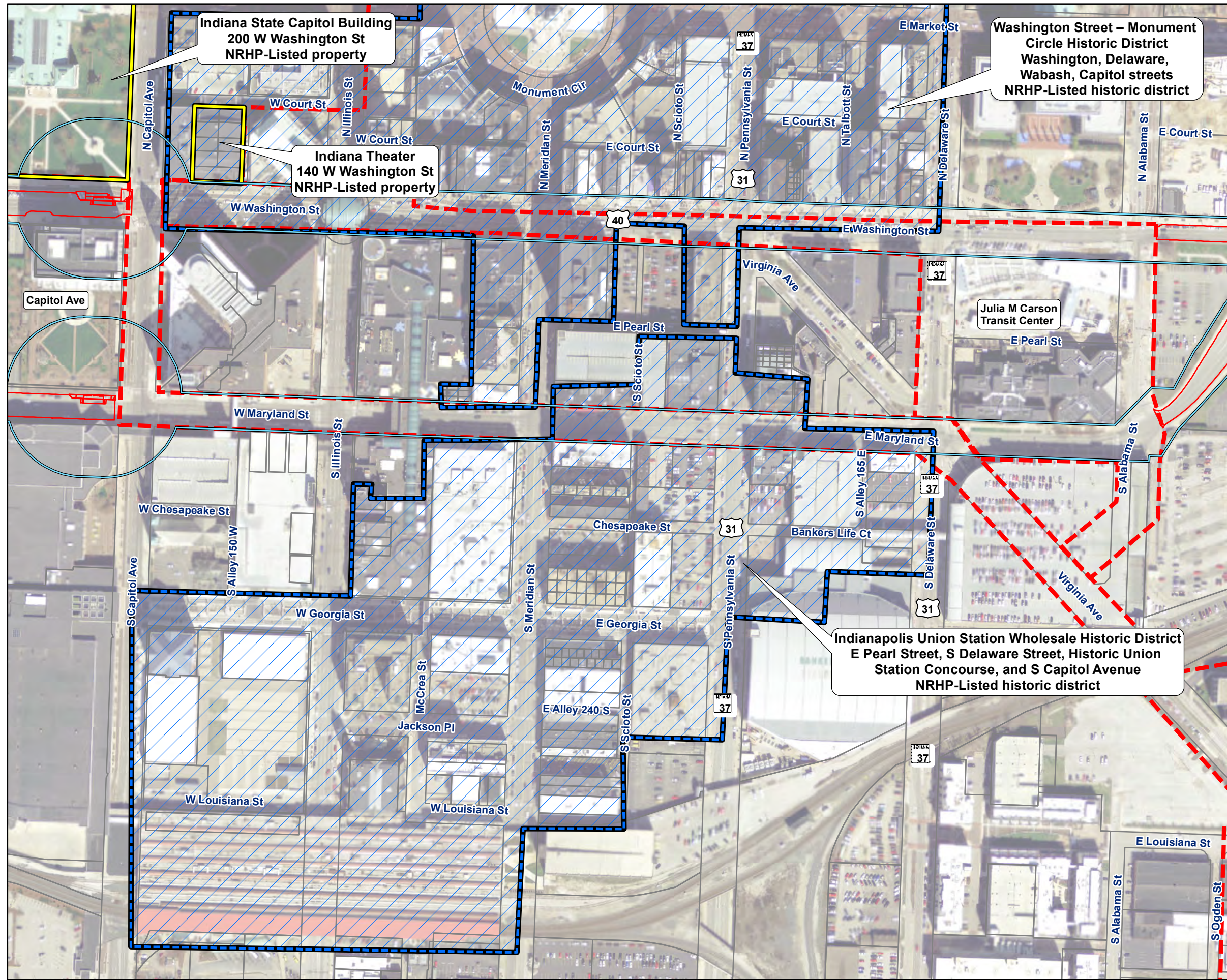
The Indianapolis Union Station Wholesale Historic District is NRHP Listed under Criteria A and C for its significance as a center for Indianapolis transportation and commerce for nearly a century. The district consists of 54 contributing buildings which were constructed between ca. 1863 and 1930. The key building in the district is the historic Indianapolis Union Railway Station, concourse, and train shed. These late nineteenth century buildings embody the Richardsonian Romanesque style and sit a city block south of the Maryland Street Station. The railway station is a remaining symbol of the strength and influence of the rail industry in Indiana. The Indianapolis Union Station Wholesale Historic District contains a high level of architectural and cultural significance in the areas of Industry, Engineering, Transportation, and Commerce.

4.10.2 ASSESSMENT OF EFFECTS

Figure 4-10 provides an overview of the project near the Indianapolis Union Station Wholesale Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles through the district, along Maryland Street from where it intersects with Meridian Street to Delaware Street. The BRT would operate within the existing right-of-way of Maryland Street within the district's north NRHP boundary. Along Maryland Street, the BRT would operate in a one-way, BAT lane. It would continue in offset dedicated lanes along Maryland Street nearest the south curb. The nearest BRT station is located at the intersection of Maryland Street and Capitol Avenue. This station platform will be located along the north side of Maryland Street west of Capitol Avenue within the existing right-of-way of Maryland Street.

The station would be located approximately 480 feet north of the district's northwestern corner and approximately 630 feet northwest of the nearest contributing building at 123 Illinois Street; views west to the station are obstructed by an intervening multi-story buildings along Maryland Street.

No physical impacts to the Indianapolis Union Station Wholesale Historic District would occur. Although the BRT vehicles would operate along Maryland Street within the district's north boundary, all operations would occur within the existing roadway right-of-way. The BRT station and construction activity would occur outside of the district's NRHP boundary and the legal parcels of its contributing buildings. Therefore, the project would have no effect to the district's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- APE Boundary (Red Line)
- NRHP-Listed property
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

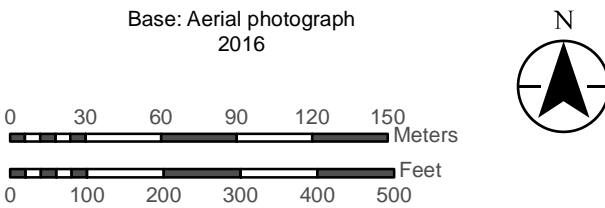


Figure 4-10
Indianapolis Union Station Wholesale Historic District.

Project implementation would not significantly alter the Indianapolis Union Station Wholesale Historic District's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of some of the district's contributing buildings along Maryland Street. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings. No historically significant views to, from, or within the district would be obscured or altered by any project facility; no visual impacts to the district were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a center for Indianapolis transportation and commerce for nearly a century. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Indianapolis Union Station Wholesale Historic District.



Photograph 4-11. Overview of the portion of the Indianapolis Union Station Wholesale Historic District within the APE, looking east-northeast.

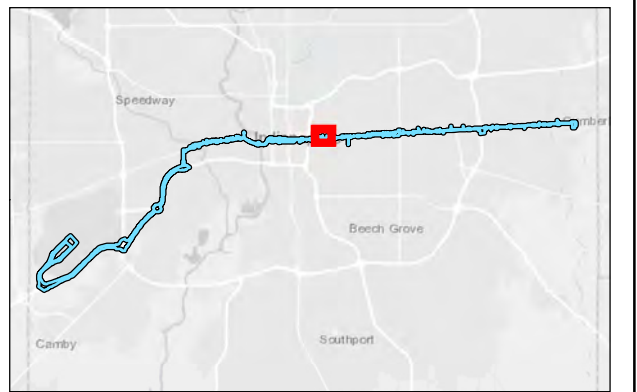
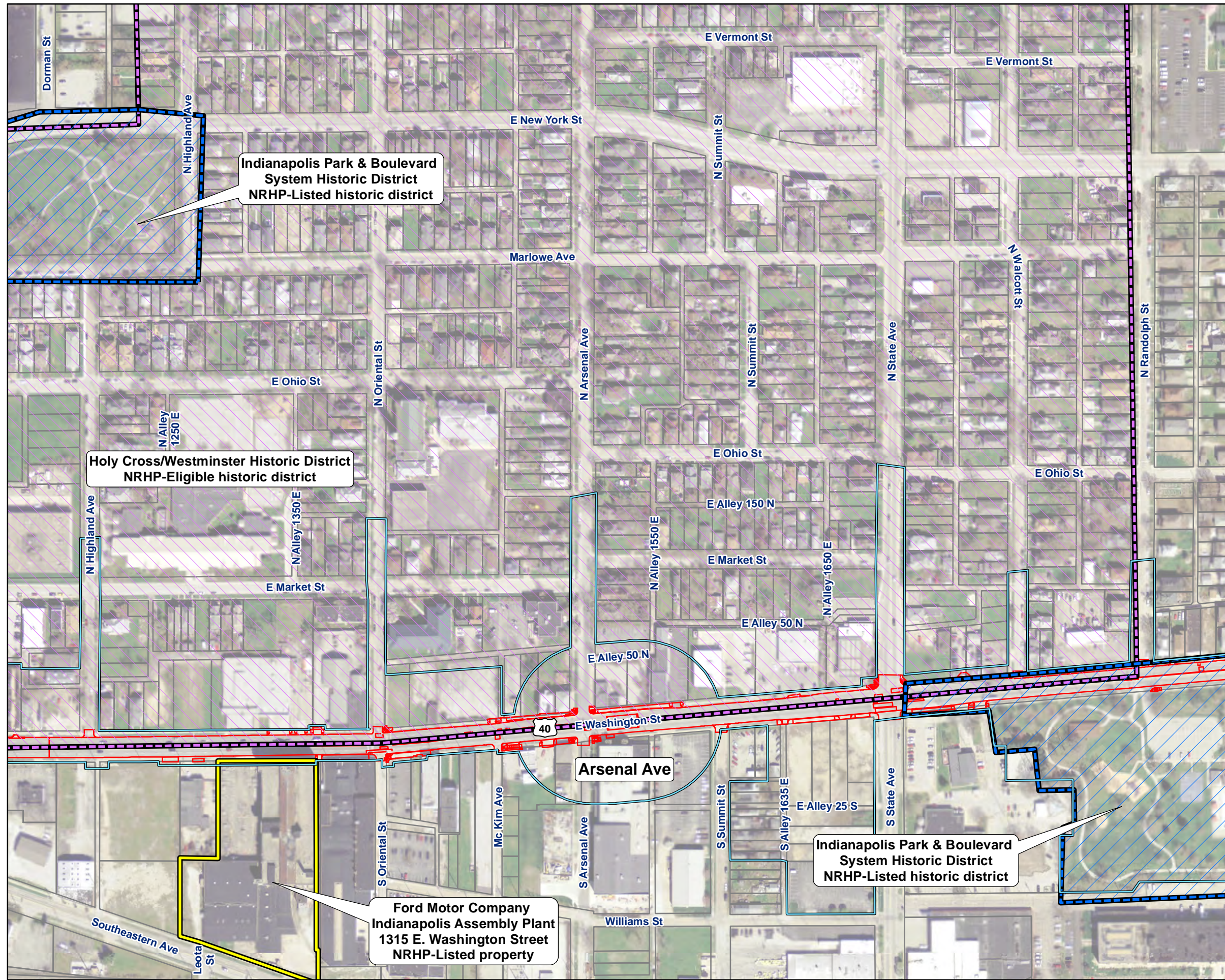
4.11 HOLY CROSS/WESTMINSTER HISTORIC DISTRICT

4.11.1 HISTORIC SIGNIFICANCE

The Holy Cross/Westminster Historic District was listed in the IRHSS in 1984 under Criteria A and C. The district is significant as Indianapolis' largest intact residential inner-city neighborhood that reflects the German and Irish immigrant populations' participation in the growth of the capital City of Indianapolis and for its extensive collection of architectural styles, in particular the extensive chronology of architectural styles and the collection of duplex houses that reflect the population density of settlement in the district. Examination of the Holy Cross/Westminster Historic District during fieldwork in 2022 found that the historic district remains substantially intact. Some demolitions have occurred throughout the historic district, although predominantly in the southern portion, while infill construction also is present, predominantly in the northern portion of the historic district. Nevertheless, most of the infill construction is residential and keeping in scale with the existing housing in the historic district. The district was determined eligible for inclusion in the NRHP in 2018 as part of the I-65/I-70 North Split Interchange Reconstruction Project (INDOT Des. Nos. 1592385 and 1600808). The Holy Cross/Westminster Historic District retains its integrity, and no change to its IRHSS-listed status or its NRHP-eligible status is recommended.

4.11.2 ASSESSMENT OF EFFECTS

Figure 4-11 provides an overview of the project near the Holy Cross/Westminster Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles, the construction of several BRT station platforms, and curb and sidewalk improvements. The BRT would operate within the existing right-of-way of E. Washington Street adjacent to the district's south NRHP boundary, from Pine Street to Randolph Street. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT stations are located at the intersection of E. Washington Street and Southeastern Avenue (Southeastern Avenue Station) and E. Washington Street and Arsenal Avenue (Arsenal Avenue Station). These stations will be center-running, double-sided platforms within the existing right-of-way of E. Washington Street.



- Above-Ground APE Boundary
- NRHP-Listed property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

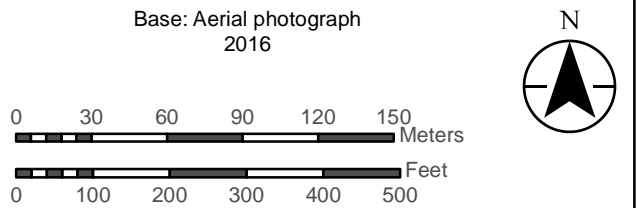
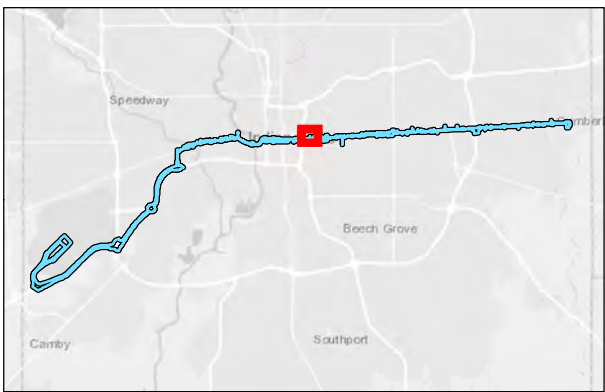
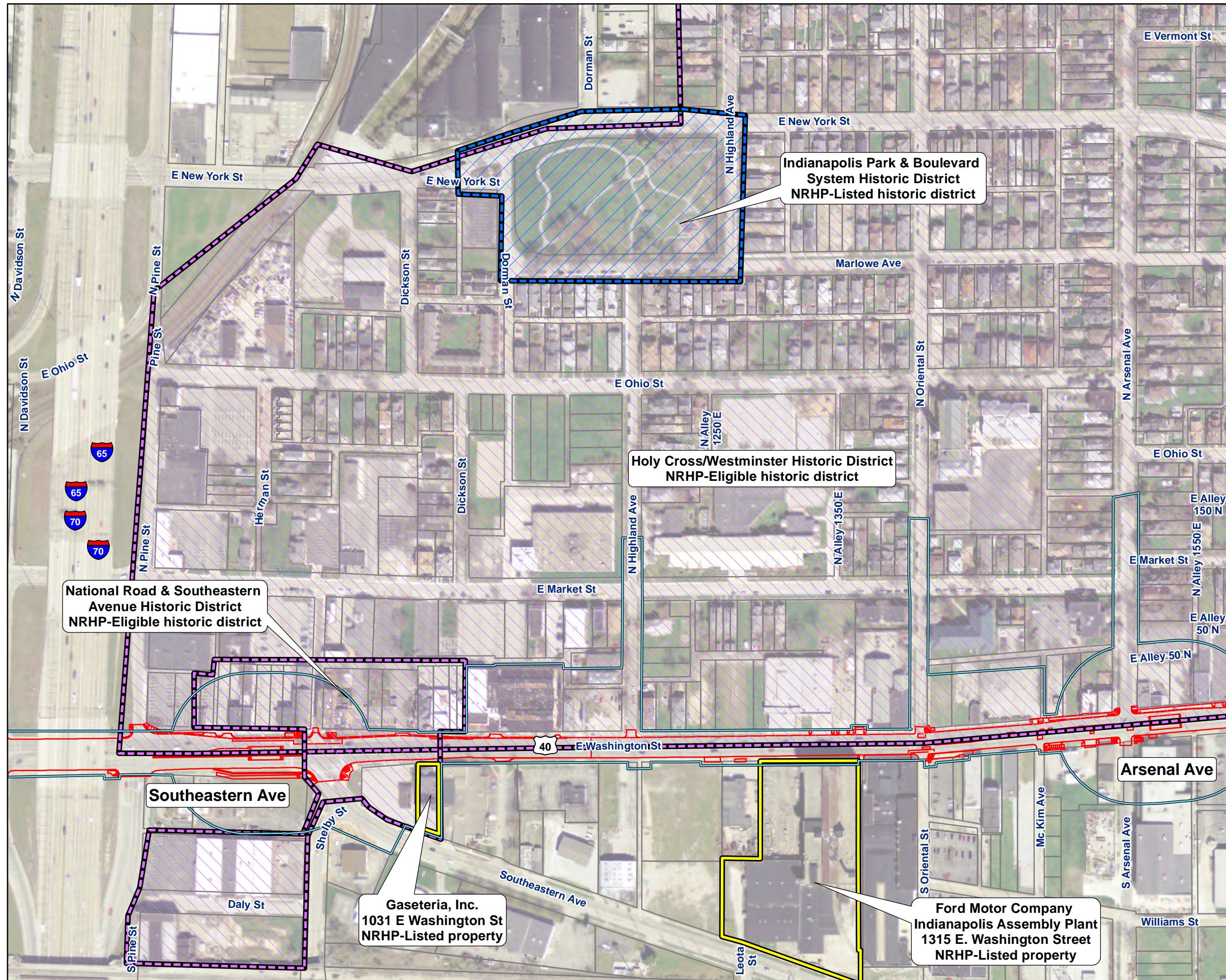


Figure 4-11 Sheet 1 of 2
Holy Cross/Westminster Historic District. (2 Sheets)



- Above-Ground APE Boundary
- NRHP-Listed property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

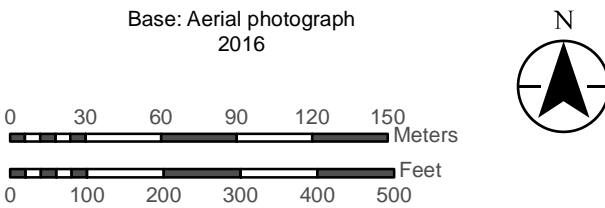


Figure 4-11 Sheet 2 of 2
Holy Cross/Westminster Historic District. (2 Sheets)

The Southeastern Avenue and Arsenal Avenue stations would be located adjacent to the southern boundary of the district.

Physical impacts to the Holy Cross/Westminster Historic District may consist of replacement of sidewalks and ADA curb ramps where the existing infrastructure is in poor condition or non-compliant with ADA standards. The curbs and sidewalks along E. Washington Street are concrete; no stone curbs were observed along side streets in proximity to E. Washington Street. All side streets have existing modern curb ramps at their intersection with E. Washington Street. Sidewalk and curb ramp replacement are expected to only impact concrete infrastructure that does not contribute to the district's historic character. Although the BRT vehicles would operate along E. Washington Street adjacent to the district's south boundary, all operations would occur within the existing roadway right-of-way. The BRT stations and construction activity would occur outside of the district's NRHP boundary and the legal parcels of its contributing buildings. Therefore, the project would have no effect to the district's integrity of location, design, materials, and workmanship.

Project implementation would alter the Holy Cross/Westminster Historic District's integrity of setting. The existing setting of the southern portion of the historic district is that of a commercial and industrial corridor along a busy urban thoroughfare. The historic presence of mass transit systems with fixed infrastructure was part of the setting of the historic district during its period of significance as the city's electric trolley system carried the many residents of the historic district to jobs outside of the neighborhood. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of some of the district's contributing buildings along E. Washington Street. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings. The Southeastern Avenue Station would be a new visual element in the setting of the district. However, the I-65/I-70 corridor is a much more significant intrusion in the setting of the district than the relatively small visual impact of the station. The Arsenal Avenue Station also would be a new visual element in the setting of the district. However, the vicinity of this station has seen the accumulation of vacant lots, parking lots, and modern commercial infill construction that has already diminished the integrity of setting in this area. The relatively small visual impact of the station will not further diminish the district's integrity of setting. Although new infrastructure, the presence of the stations is compatible with the historic presence of mass transit

systems in the setting of the historic district. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as Indianapolis' largest intact residential inner-city neighborhood that reflects the German and Irish immigrant populations' participation in the growth of the capital City of Indianapolis and for its extensive collection of architectural styles. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Holy Cross/Westminster Historic District.



Photograph 4-12. Overview of the Holy Cross/Westminster Historic District, looking northeast.

4.12 NATIONAL ROAD & SOUTHEASTERN AVENUE HISTORIC DISTRICT

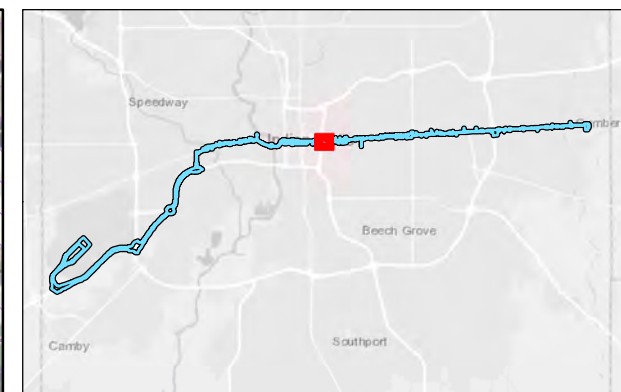
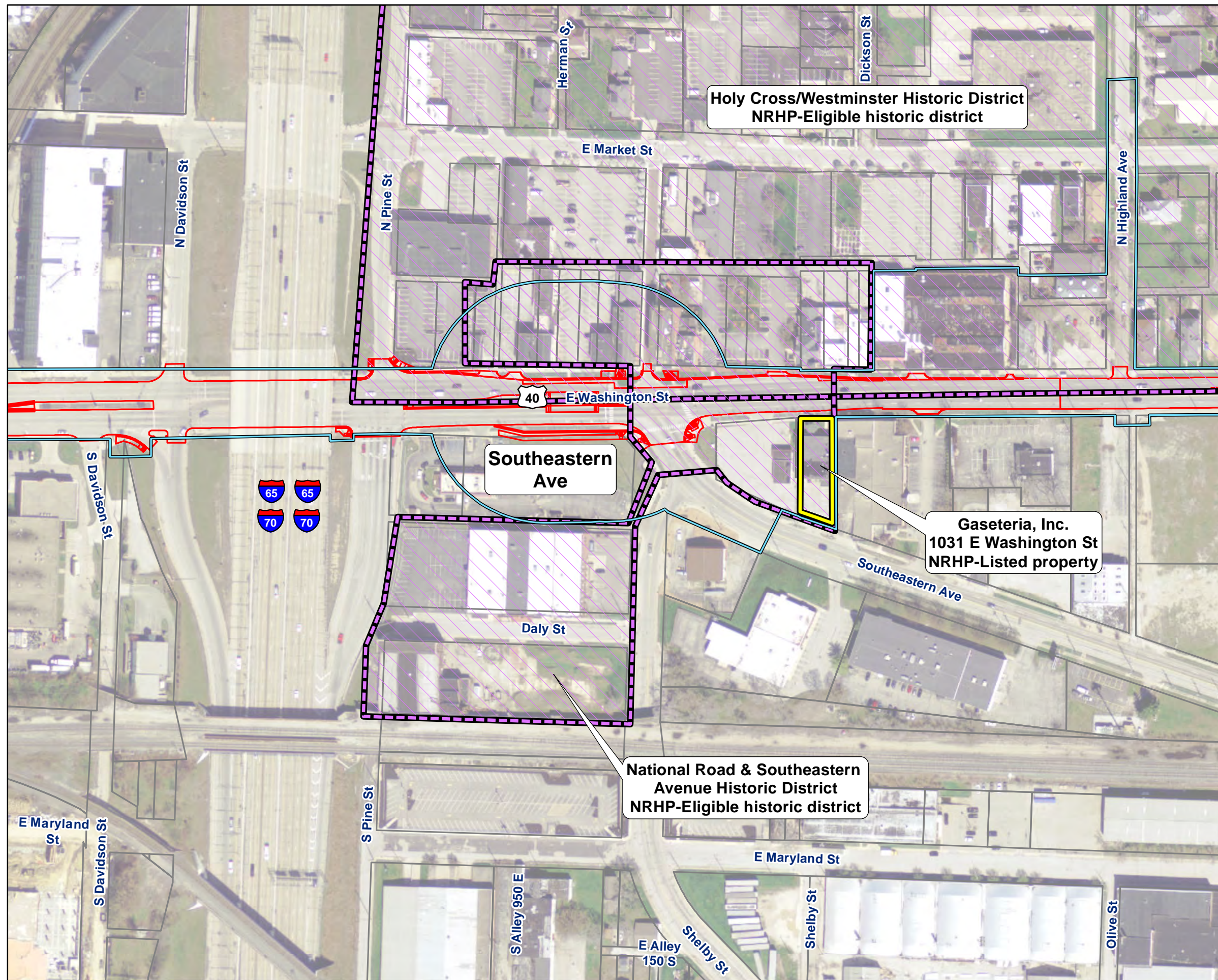
4.12.1 HISTORIC SIGNIFICANCE

The National Road & Southeastern Avenue Historic District is significant under Criteria A and C for its association with the history of commerce along the National Road and its collection of nineteenth and early twentieth century commercial and industrial buildings.

4.12.2 ASSESSMENT OF EFFECTS

Figure 4-12 provides an overview of the project near the National Road & Southeastern Avenue Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles, the construction of a BRT station platform, and curb and sidewalk improvements. The BRT would operate within the existing right-of-way of E. Washington Street through to the district's NRHP boundary at Southeastern Avenue. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of E. Washington Street and Southeastern Avenue (Southeastern Avenue Station). This station will be center-running, double-sided platform within the existing right-of-way of E. Washington Street. The Southeastern Avenue Station would be located adjacent to the west boundary of the district.

Physical impacts to the National Road & Southeastern Avenue Historic District may consist of replacement of sidewalks and ADA curb ramps where the existing infrastructure is in poor condition or non-compliant with ADA standards. The curbs and sidewalks along E. Washington Street are concrete; no stone curbs were observed along side streets in proximity to E. Washington Street. All side streets have existing modern curb ramps at their intersection with E. Washington Street. Sidewalk and curb ramp replacement are expected to only impact concrete infrastructure that does not contribute to the district's historic character. Although the BRT vehicles would operate along E. Washington Street through and adjacent to the district's boundaries, all operations would occur within the existing roadway right-of-way. The BRT stations and construction activity would occur outside of the district's NRHP boundary and the legal parcels of its contributing buildings. Therefore, the project would have no effect to the district's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Listed property
- NRHP-Eligible historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

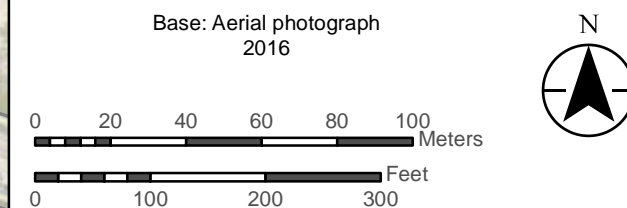


Figure 4-12
National Road & Southeastern Avenue Historic District.

Project implementation would alter the National Road & Southeastern Avenue Historic District's integrity of setting. The existing setting of the historic district is that of a commercial and industrial corridor along a busy urban thoroughfare. The historic presence of mass transit systems with fixed infrastructure was part of the setting of the historic district during its period of significance as the city's electric trolley system carried the many residents of the historic district to jobs outside of the neighborhood. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of some of the district's contributing buildings along E. Washington Street. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings. The Southeastern Avenue Station would be a new visual element in the setting of the district. However, the I-65/I-70 corridor is a much more significant intrusion in the setting of the district than the relatively small visual impact of the station. Although new infrastructure, the presence of the station is compatible with the historic presence of mass transit systems in the setting of the historic district. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a late nineteenth and early twentieth century commercial and industrial district. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the National Road & Southeastern Avenue Historic District.



Photograph 4-13. Commercial buildings in the historic district at E. Washington Street and Cruse Street, looking northeast.

4.13 GASETERIA, INC.

4.13.1 HISTORIC SIGNIFICANCE

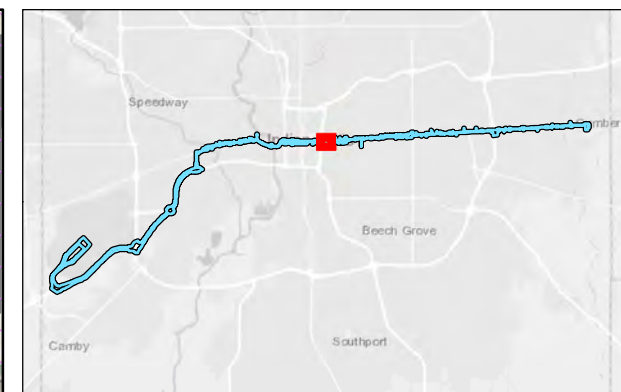
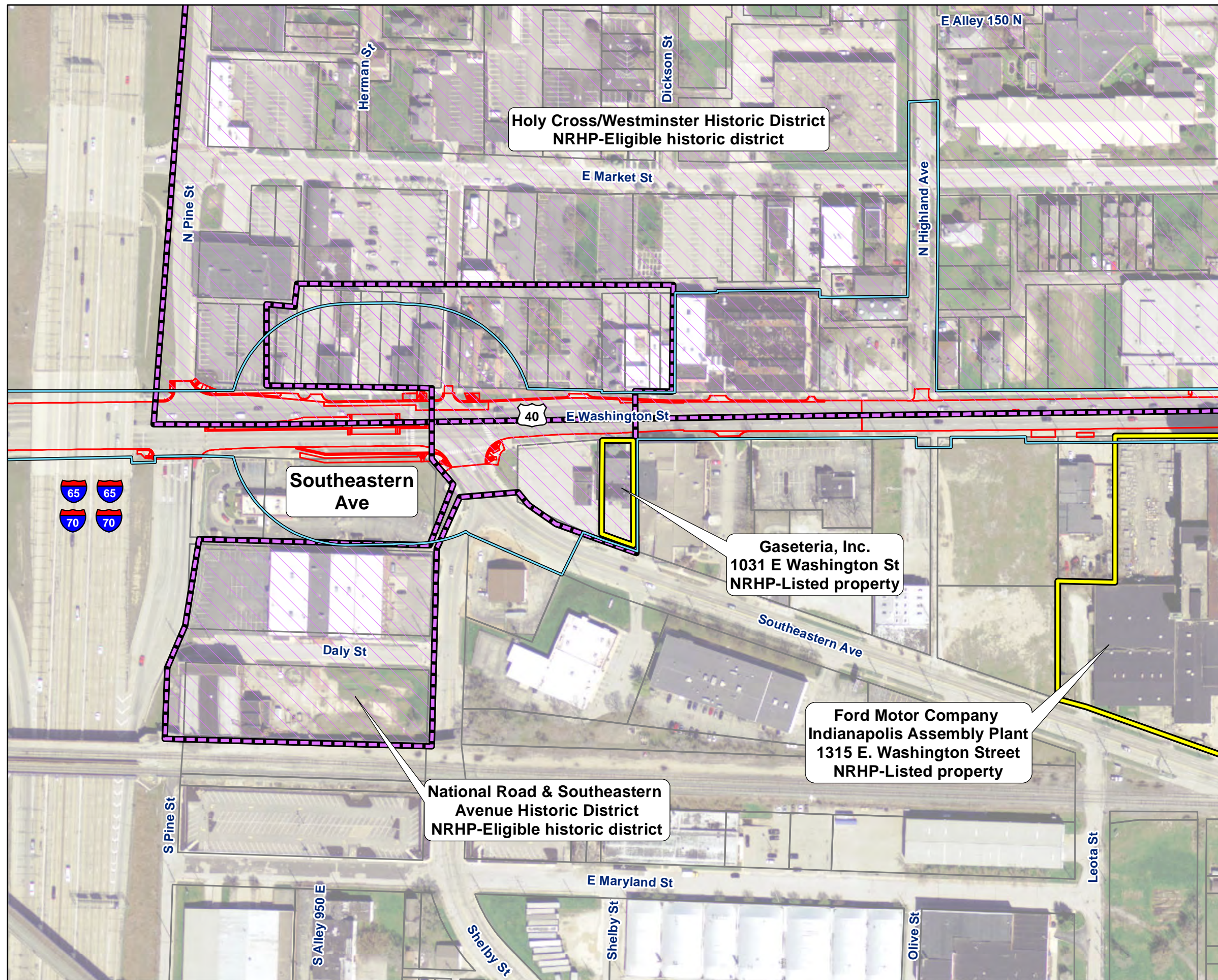
Gaseteria, Inc., was listed in the NRHP in 2013 under Criteria B and C in the areas of Commerce and Architecture and for association with Russell S. Williams, a pioneer in the petroleum industry in Indiana. The one-story office building was constructed in 1941 and is designed in the Art Moderne style. The windows are replacements, but are compatible with the design of the building. The building retains a high level of integrity, and no change in its NRHP-listed status is recommended.

4.13.2 ASSESSMENT OF EFFECTS

Figure 4-13 provides an overview of the project near the Gaseteria, Inc. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements along both sides of E. Washington Street west of the Gaseteria, Inc.; the existing curbs and sidewalks are concrete. The BRT would operate within the existing right-of-way of Washington Street, directly adjacent to the structure's north NRHP boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of E. Washington Street and Southeastern Avenue (Southeastern Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of E. Washington Street.

The Southeastern Avenue Station will be located approximately 300 feet west of the structure's west parcel boundary. This station will be visible from the Gaseteria, Inc.

No physical impacts to the Gaseteria, Inc. would occur. The BRT stations and construction activity would occur outside of the structure's parcel boundary and the legal parcel. Curb and sidewalk reconstruction will not occur within the property's NRHP boundary. Therefore, the project would have no effect to the structure's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Listed property
- NRHP-Eligible historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

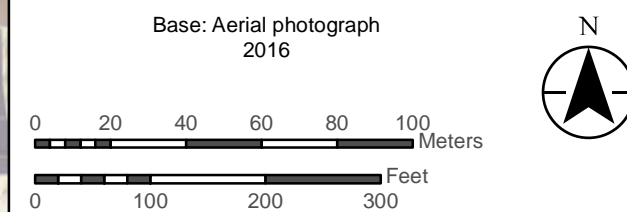


Figure 4-13
Gaseteria, Inc.

Project implementation would alter the Gaseteria, Inc.'s integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. The Southeastern Avenue Station would be a new visual element in the setting of the property. However, the I-65/I-70 corridor is a much more significant intrusion in the setting of the building than the relatively small visual impact of the station. Furthermore, the building is significant under Criteria B and C, and its setting contributes to its significance primarily in that the building is located along a busy commercial and industrial thoroughfare. The presence of the Southeastern Avenue Station does not impact this aspect of the building's setting in an important way. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the structure's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as an example of a mid-twentieth century Art-Moderne building associated with Russell S. Williams, a pioneer in the petroleum industry in Indiana. Therefore, project implementation would have no effect on the Gaseteria, Inc.'s integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Gaseteria, Inc.



Photograph 4-14. Overview of the Gaseteria, Inc. building, looking southwest.

4.14 FORD MOTOR COMPANY INDIANAPOLIS ASSEMBLY PLANT

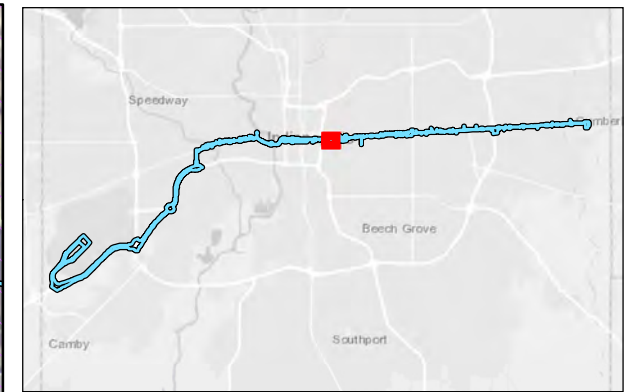
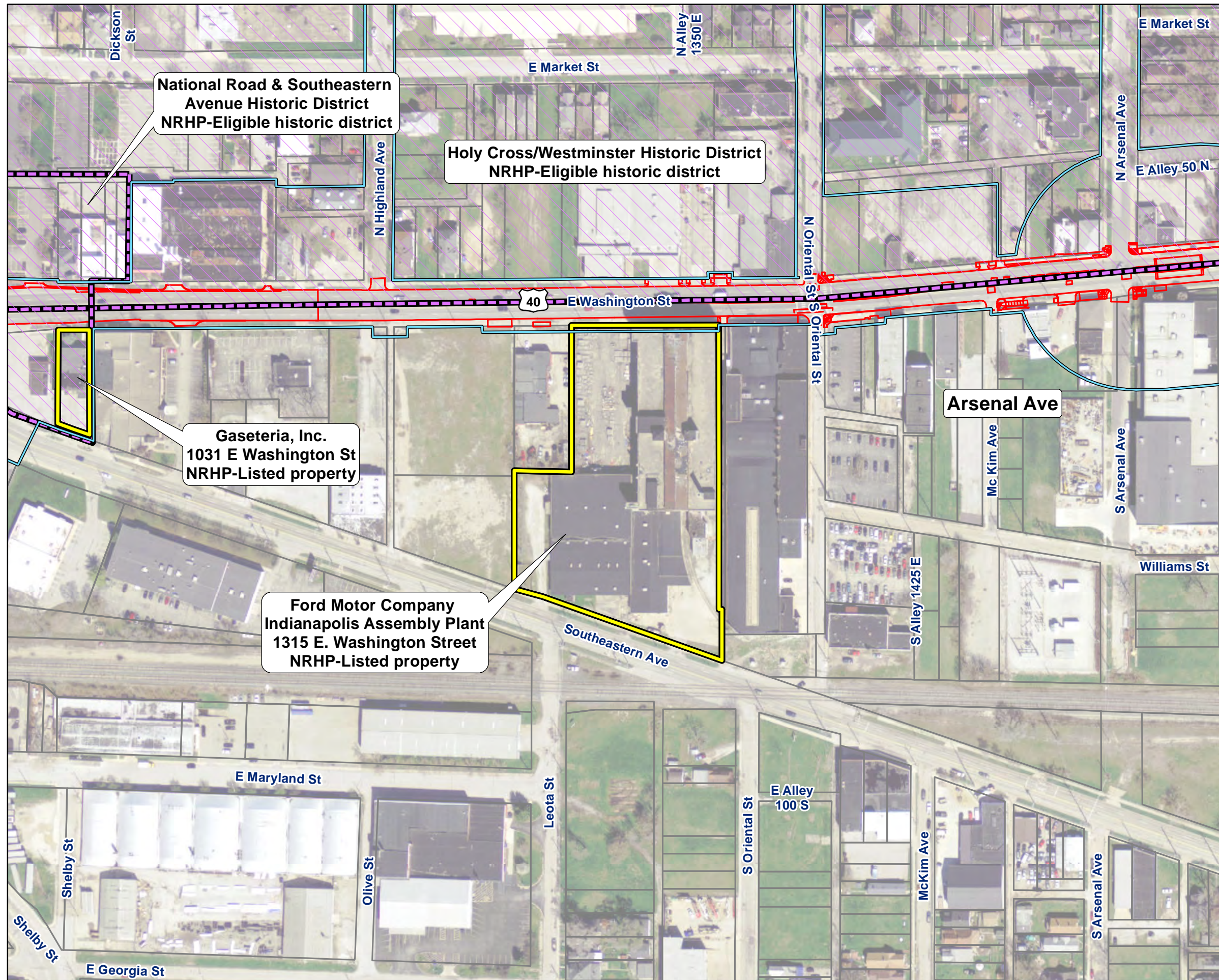
4.14.1 HISTORIC SIGNIFICANCE

The Ford Motor Company Indianapolis Assembly Plant was listed in the NRHP in 2021 under Criterion A for its role in the rise of the automobile industry in Indianapolis. The Assembly Plant was also listed under Criterion C for embodying the distinctive traits of early automobile industry buildings, and for being the work of a Seattle Architect, John Graham. The Ford Motor Company operated and owned this building from 1914 to 1941, producing popular early cars such as the inexpensive Model T. Several historic additions were built at the rear of the plant, but do not detract from its overall integrity. The building was rehabilitated between 2018 and 2020; the work done at that time consisted of various interior improvements, as well as the reconstruction of the original façade.

The northern facade of the building is comprised of Neo-Classical Revival details such as a central pediment and decorative entablature with protruding dentils. The northern façade consists of a brick veneer, which is accented by glazed terracotta tiles. The windows are replacements, but match the original industrial style of the plant. While this plant now serves a different purpose, it still possesses its 1914 integrity and should therefore retain its NRHP status.

4.14.2 ASSESSMENT OF EFFECTS

Figure 4-14 provides an overview of the project near the Ford Motor Company Indianapolis Assembly Plant. Implementation of the Blue Line BRT project would include the operation of BRT vehicles along E. Washington Street north of this building. The BRT would operate within the existing right-of-way of E. Washington Street immediately north of the structure's north property boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of Washington Street and Arsenal Avenue (Arsenal Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of Washington Street. There will also be curb ramp and sidewalk improvements along both sides of E. Washington Street north of the building.



- Above-Ground APE Boundary
- NRHP-Listed property
- NRHP-Eligible historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

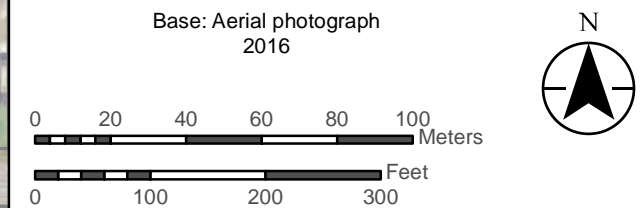


Figure 4-14
Ford Motor Company Indianapolis Assembly Plant.

The Arsenal Avenue Station will be located approximately 700 feet east of the structure's east parcel boundary. At this distance, the station will not be a significant component of the building's viewshed or setting.

No physical impacts to the Ford Motor Company Indianapolis Assembly Plant would occur. The BRT stations and construction activity would occur outside of the structure's parcel boundary and the legal parcel. There will be some construction activity in the improvements of the curb ramps and sidewalks located directly north of the building; however, this work is anticipated to remain within previously existing pavement. Furthermore, the existing curbs and sidewalks are concrete. Therefore, the project would have no effect to the church's integrity of location, design, materials, and workmanship.

Project implementation would not alter the Ford Motor Company Indianapolis Assembly Plant's integrity of setting in an important way. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the plant property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. No historically significant views to, from, or within the property boundaries of the plant would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the plant's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as an important structure related to the rise of the automobile industry in Indianapolis. Therefore, project implementation would have no effect on the Ford Motor Company Indianapolis Assembly Plant's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Ford Motor Company Indianapolis Assembly Plant.



Photograph 4-15. Overview of the Ford Motor Company Indianapolis Assembly Plant, looking southeast.

4.15 CAPITOL LODGE IOOF HALL

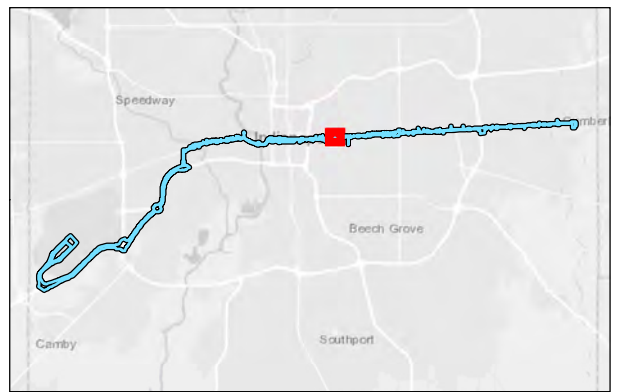
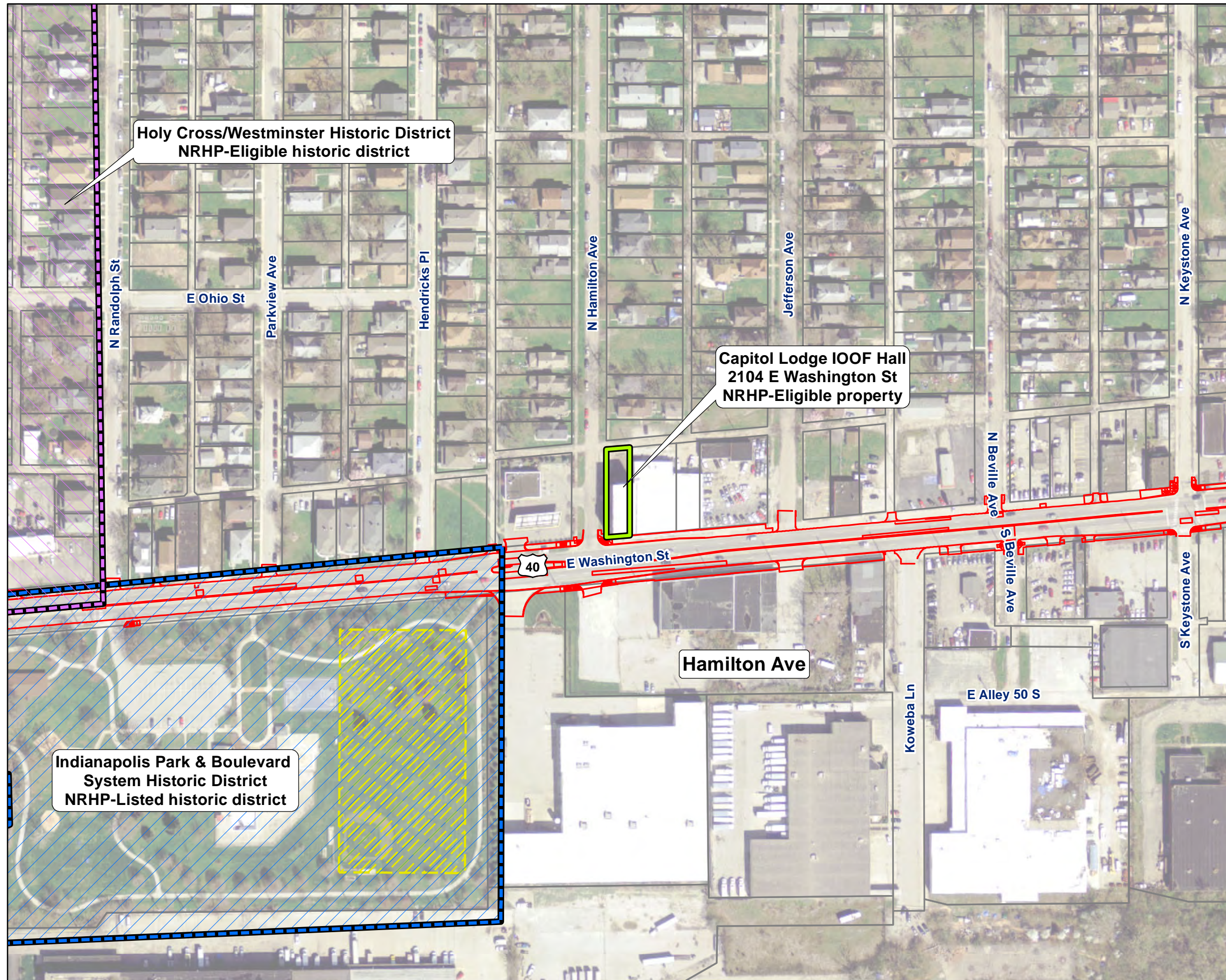
4.15.1 HISTORIC SIGNIFICANCE

The Capitol Lodge IOOF Hall is significant under Criterion A for its association with the historical role of fraternal organizations in recreation and social activities from the late-nineteenth through the mid-twentieth centuries. The building retains enough of its ceremonial spaces to convey the role of the lodge in the community. This neighborhood lodge was unusually large for the IOOF and seems to have drawn its membership from a greater area than just the Near Eastside.

4.15.2 ASSESSMENT OF EFFECTS

Figure 4-15 provides an overview of the project near the Capitol Lodge IOOF Hall. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements along both sides of E. Washington Street south of the building. The BRT would operate within the existing right-of-way of E. Washington Street approximately immediately south of the structure's south property boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of E. Washington Street and N. Hamilton Avenue (Hamilton Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of E. Washington Street. The Hamilton Avenue Station will be located approximately 65 feet southwest of the structure's southern parcel boundary.

The existing curbs and sidewalks along the north side of E. Washington Street adjacent to the building are concrete. Also, this work is anticipated to remain within previously existing pavement. No physical impacts to the building would occur. The BRT station and construction activity would occur outside of the structure's parcel boundary and the legal parcel. Therefore, the project would have no effect to the building's integrity of location, design, materials, and workmanship.



- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements
- Detention Facility

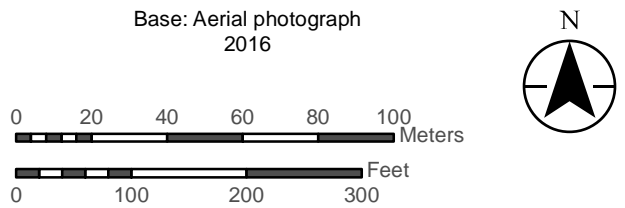


Figure 4-15

Capitol Lodge IOOF Hall.

Project implementation would alter the structure's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from the property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. The Hamilton Avenue Station would be a new visual element in the setting of the property. However, the new station will be adjacent to a non-historic gas station and non-historic parking lots associated with adjacent industrial and commercial buildings. These features already diminish the Capitol Lodge IOOF Hall's integrity of setting to a greater degree than the relatively small visual impact of the station. In addition, the building is significant for its historical association with fraternal organizations. Its setting contributes to its significance primarily in that it is located along a prominent roadway that provides easy access from the neighborhood which it serves. The presence of mass transit infrastructure in its vicinity reflects E. Washington Street's history as an important transportation and commercial corridor, despite the station being a new visual element in its setting, rather than significantly detracting from the historic character of the setting. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the building's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as a fraternal organization lodge of the early twentieth century. Therefore, project implementation would have no effect on the building's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Capitol Lodge IOOF Hall.



Photograph 4-16. Looking northeast to the south-facing facade and west side elevation from E. Washington Street.

4.16 INDIANAPOLIS PUBLIC LIBRARY, BRANCH NO. 3

4.16.1 HISTORIC SIGNIFICANCE

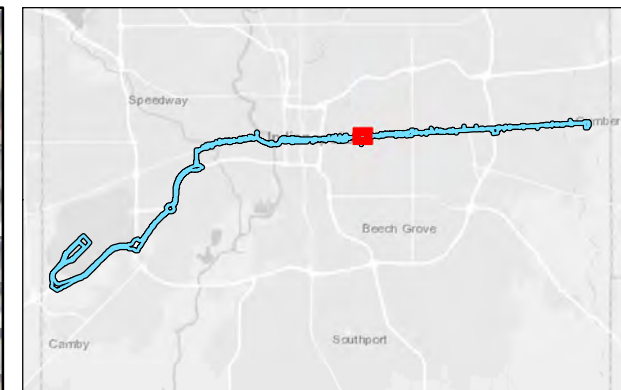
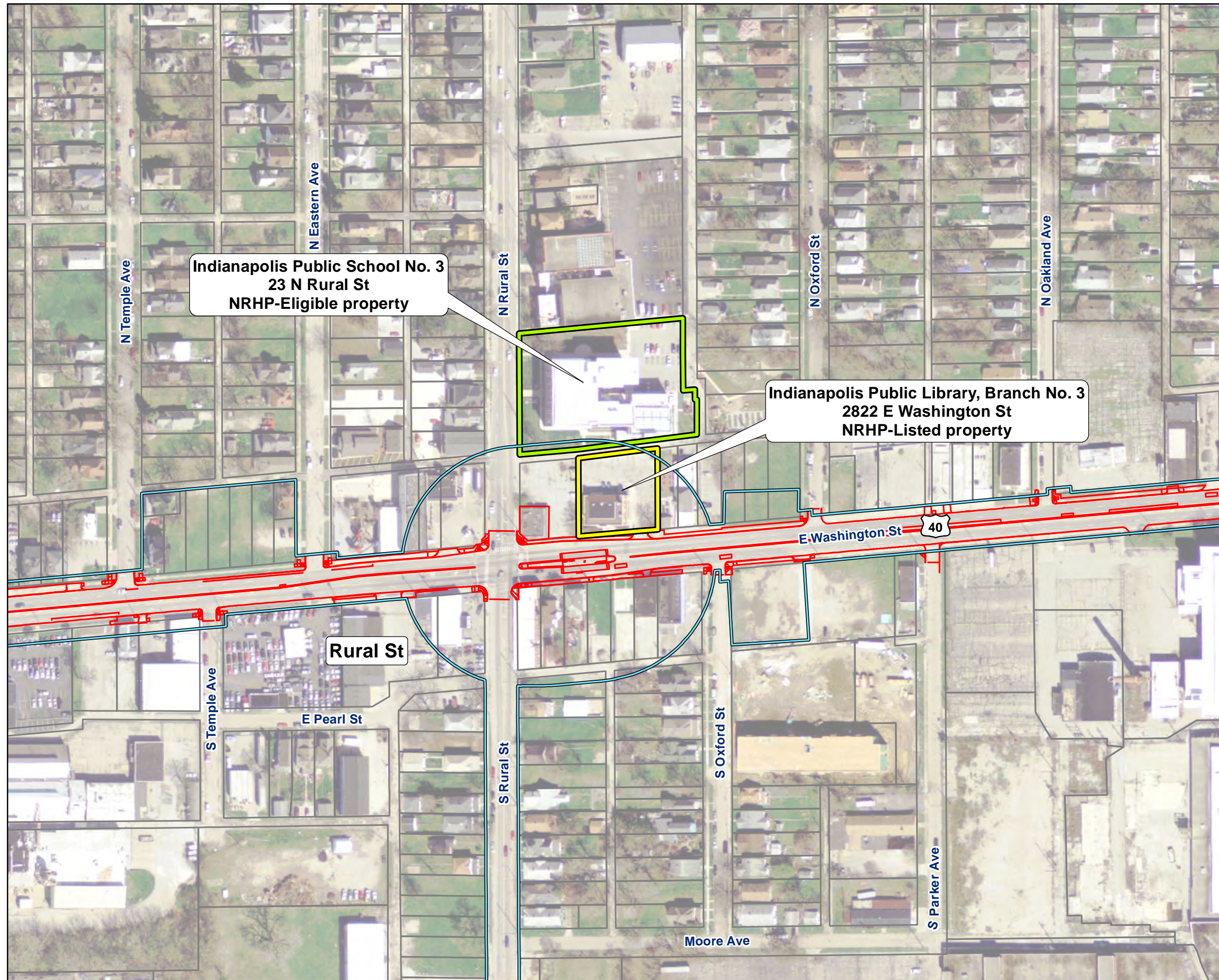
The Indianapolis Public Library Branch No. 3 was listed in the NRHP in 2016 under Criteria A and C in the areas of Architecture and Education for its significance as a Carnegie Library. Constructed in 1909–1911, the building consists of a two-story central block with elements of the Tudor Revival style. The building retains a high level of integrity, and no change in its NRHP-listed status is recommended.

4.16.2 ASSESSMENT OF EFFECTS

Figure 4-16 provides an overview of the project near the Indianapolis Public Library, Branch No. 3. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements along both sides of E. Washington Street south of the library. The BRT would operate within the existing right-of-way of E. Washington Street approximately immediately south of the structure's south property boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of E. Washington Street and Rural Street (Rural Street Station). This station will be a center-running, double-sided platform within the existing right-of-way of E. Washington Street.

The Rural Street Station will be located approximately 25 feet south of the structure's southern parcel boundary.

The existing curbs and sidewalks along the north side of E. Washington Street adjacent to the building are concrete. Also, this work is anticipated to remain within previously existing pavement. No physical impacts to the library would occur. The BRT stations and construction activity would occur outside of the structure's parcel boundary and the legal parcel. Therefore, the project would have no effect to the library's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Listed property
- Parcel
- Proposed stations, sidewalks, and curb improvements

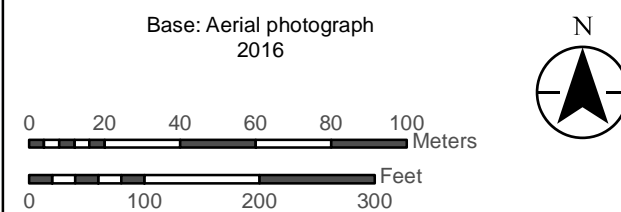


Figure 4-16
Indianapolis Public Library, Branch No. 3.

Project implementation would alter the structure's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from the property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. The Rural Street Station would be a new visual element in the setting of the property. However, numerous vacant lots in the vicinity already diminish the library's integrity of setting to a greater degree than the relatively small visual impact of the station. In addition, the building is significant for its educational role for the neighborhood as a local branch library and for its architectural quality. Its setting contributes to its significance primarily in that it is located along a prominent roadway that provides easy access from the neighborhood which it serves. The presence of mass transit infrastructure in its vicinity enhances its function as a public space, despite it being a new visual element in its setting, rather than significantly detracting from the historic character of the setting. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the library's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as a public library of the early twentieth century. Therefore, project implementation would have no effect on the library's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Indianapolis Public Library, Branch No. 3.



Photograph 4-17. Overview of the Indianapolis Public Library, Branch No. 3, looking northwest.

4.17 INDIANAPOLIS PUBLIC SCHOOL NO. 3/LUCRETIA MOTT SCHOOL

4.17.1 HISTORIC SIGNIFICANCE

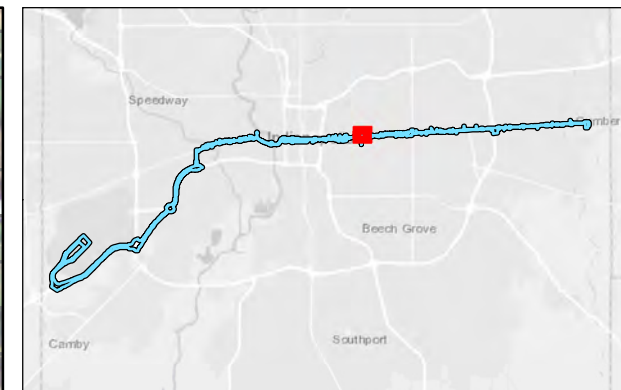
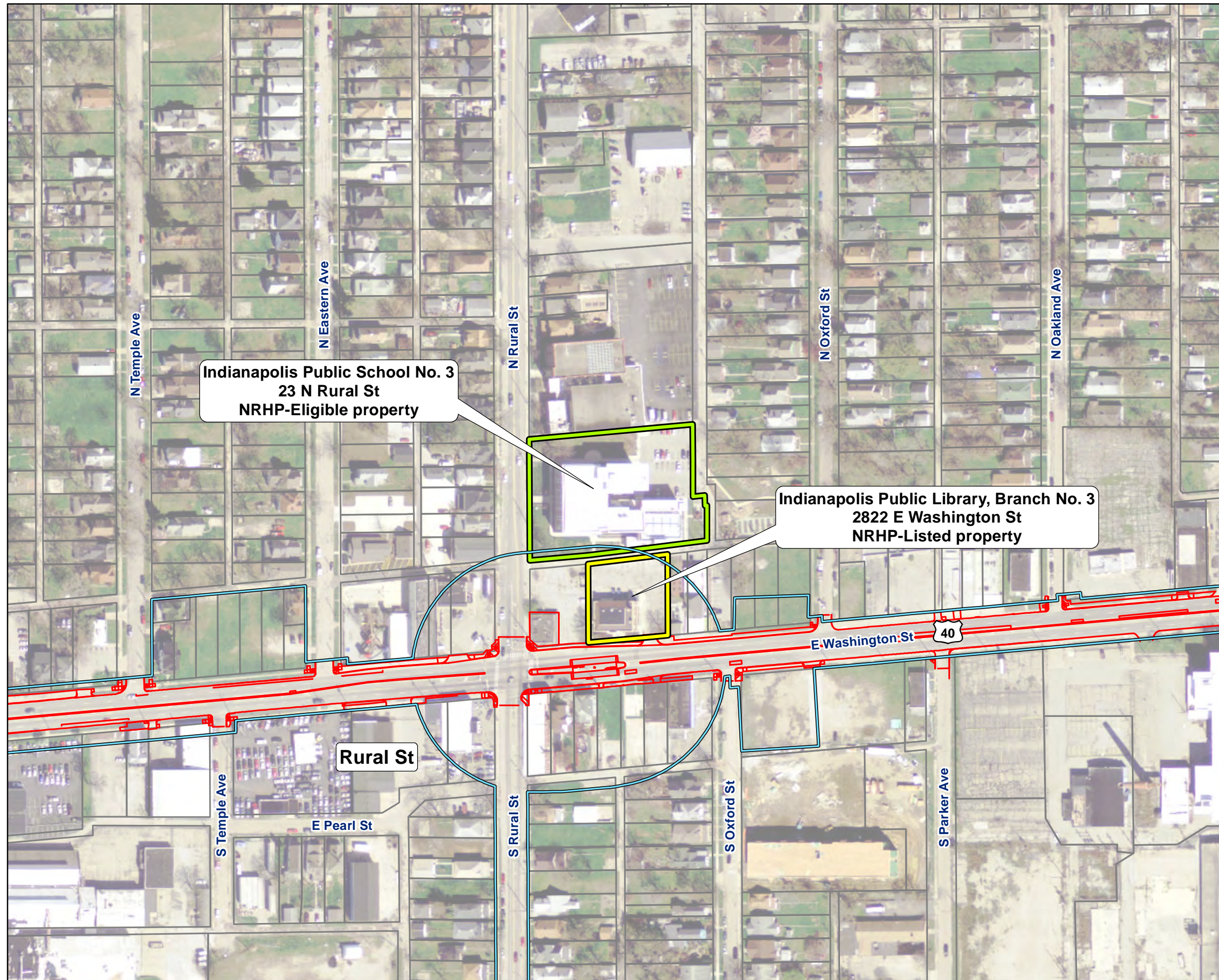
The Indianapolis Public School No. 3/Lucretia Mott School is significant under Criterion A as the site of the first open-air classroom in Indiana and is associated with the historically significant historic trend of hygiene education and disease prevention in addressing the spread of tuberculosis in the first half of the twentieth century.

4.17.2 ASSESSMENT OF EFFECTS

Figure 4-17 provides an overview of the project near the Indianapolis Public School No. 3/Lucretia Mott School. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. The BRT would operate within the existing right-of-way of E. Washington Street approximately 180 feet south of the structure's south property boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of E. Washington Street and Rural Street (Rural Street Station). This station will be a center-running, double-sided platform within the existing right-of-way of E. Washington Street.

The Rural Street Station will be located approximately 180 feet south of the structure's southern parcel boundary.

No physical impacts to the structure would occur. No BRT vehicles will operate along N. Rural Street adjacent to the building and will therefore not operate directly beside the school. The BRT station and construction activity would occur outside of the structure's parcel boundary and the legal parcel. Therefore, the project would have no effect to the school's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Listed property
- Parcel
- Proposed stations, sidewalks, and curb improvements

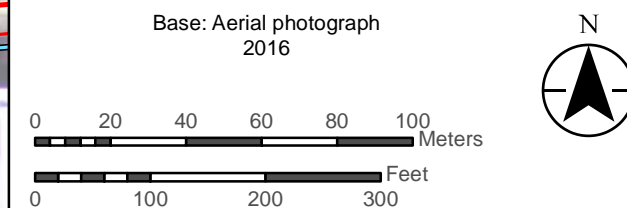


Figure 4-17
Indianapolis Public School No. 3/Lucretia Mott School.

Project implementation would not alter the school's integrity of setting in an important way. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the school property across the vacant lot in the northeastern quadrant of E. Washington Street and Rural Street. The school faces west across N. Rural Street and not south toward E. Washington Street, so the project activities would not be directly in front of the primary façade of the building. In addition, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. No historically significant views to, from, or within the property boundaries of the school would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the school's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as a public school of the early twentieth century. Therefore, project implementation would have no effect on the Indianapolis Public School No. 3/Lucretia Mott School's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Indianapolis Public School No. 3/Lucretia Mott School.



Photograph 4-18. Overview of the Indianapolis Public School No. 3/Lucretia Mott School, looking northeast.

4.18 LINWOOD COLONIAL APARTMENTS HISTORIC DISTRICT

4.18.1 HISTORIC SIGNIFICANCE

The Linwood Colonial Apartments Historic District was listed in the NRHP in 2006 under Criteria A and C in the areas of Social History and Community Planning and Development. These apartments are significant as the first Federal Housing Authority (FHA) planned “garden apartment complex,” in Indianapolis. This complex allowed for property owners and developers to make a profit for building and operating multi-family housing. The apartments were listed under Criterion C because their design aligns with FHA principles of design for the garden apartment complex, and due to the design by the prominent architecture firm, Pierre and Wright. The Linwood Colonial Apartments Historic District retains integrity of materials and setting and is therefore recommended to retain its NRHP status.

4.18.2 ASSESSMENT OF EFFECTS

Figure 4-18 provides an overview of the project near the Linwood Colonial Apartments Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements along the south side of E. Washington Street along the north boundary of the historic district. The BRT would operate within the existing right-of-way of E. Washington Street approximately 20 feet north of the district’s north boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of E. Washington Street and Linwood Avenue (Linwood Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of E. Washington Street.

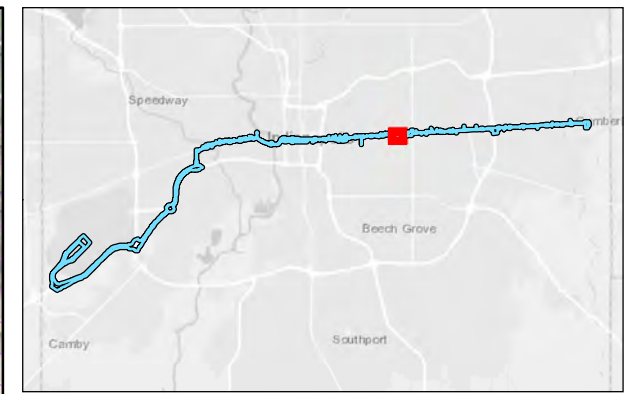
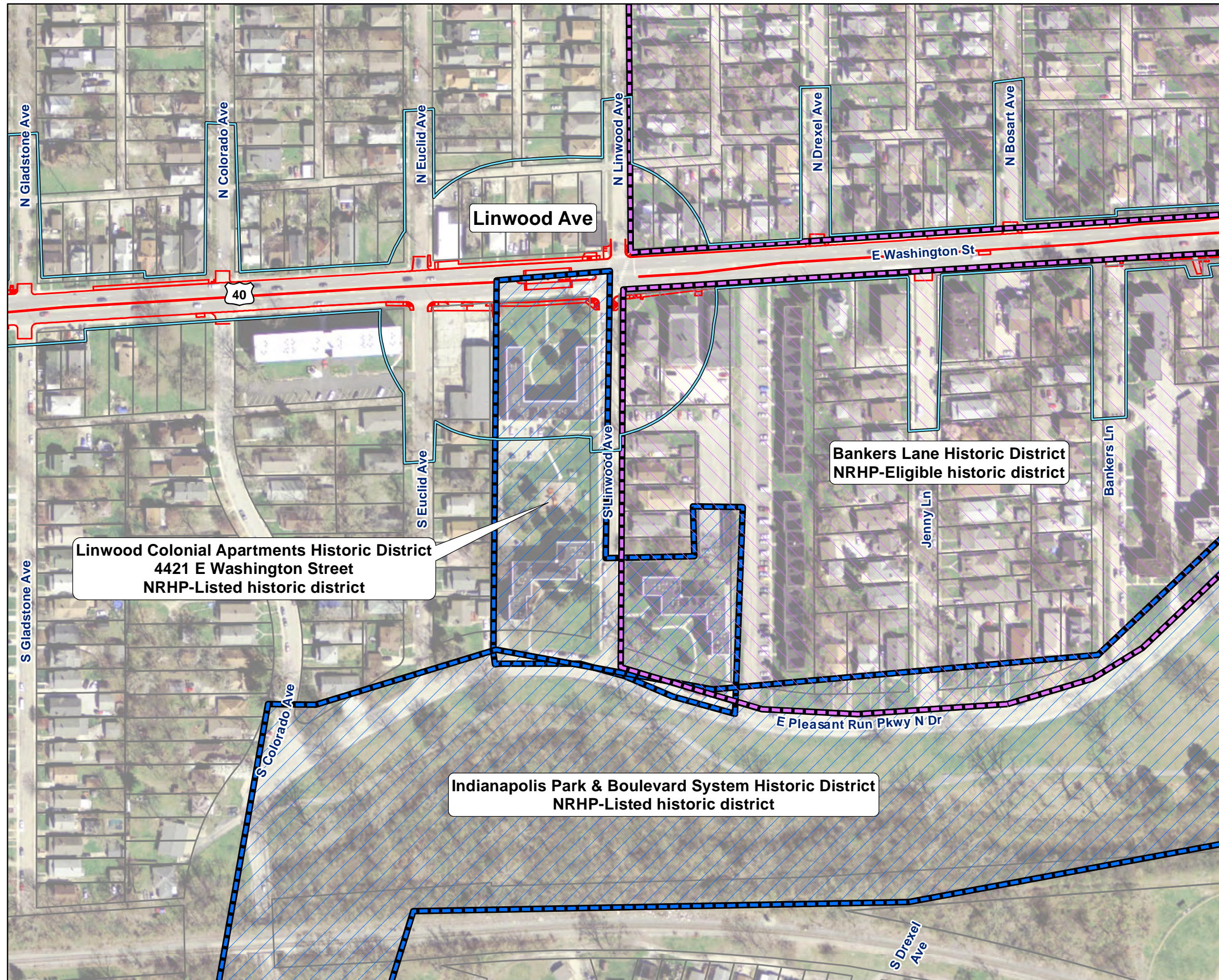


Figure 4-18
Linwood Colonial Apartments Historic District.

The station would be located approximately 20 feet north of the property's north NRHP boundary.

The existing curbs and sidewalks along the south side of E. Washington Street within and adjacent to the historic district are concrete. No physical impacts to contributing features of the Linwood Colonial Apartments Historic District would occur. Although the BRT vehicles would operate along Washington Street north of the property, all operations would occur within the existing roadway right-of-way. The BRT station and construction activity would occur outside of the property's NRHP boundary. Therefore, the project would have no effect to the historic district's integrity of location, design, materials, and workmanship.

Project implementation would alter the Linwood Colonial Apartments Historic District's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from the district's northern building. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings. The Linwood Avenue Station would be located directly north of the northern building of the historic district. However, the building is tall and wide enough that the station will not significantly interfere with the viewshed looking to or from the historic district. The historic district is significant under Criteria A and C as an example of its type of resource and the underlying principles that gave rise to the type. Its setting contributes to its significance in that it is located among other residential properties, but along a busy urban thoroughfare providing transportation access to jobs elsewhere in the city. The presence of the Linwood Avenue Station will not change these aspects of the historic district's setting in a significant way. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a significant collection of architect-designed apartment buildings designed to FHA standards. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Linwood Colonial Apartments Historic District.



Photograph 4-19. Overview of the Linwood Colonial Apartments Historic District, looking south.

4.19 BANKERS LANE HISTORIC DISTRICT

4.19.1 HISTORIC SIGNIFICANCE

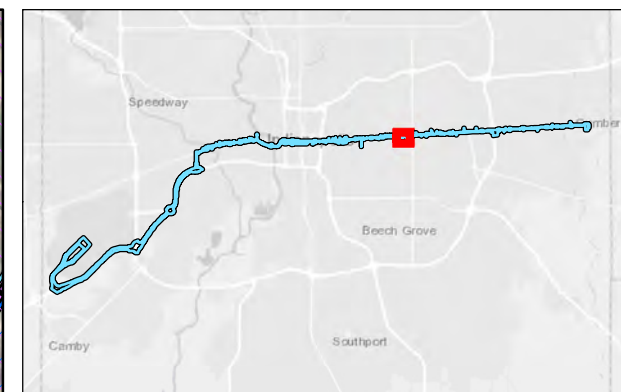
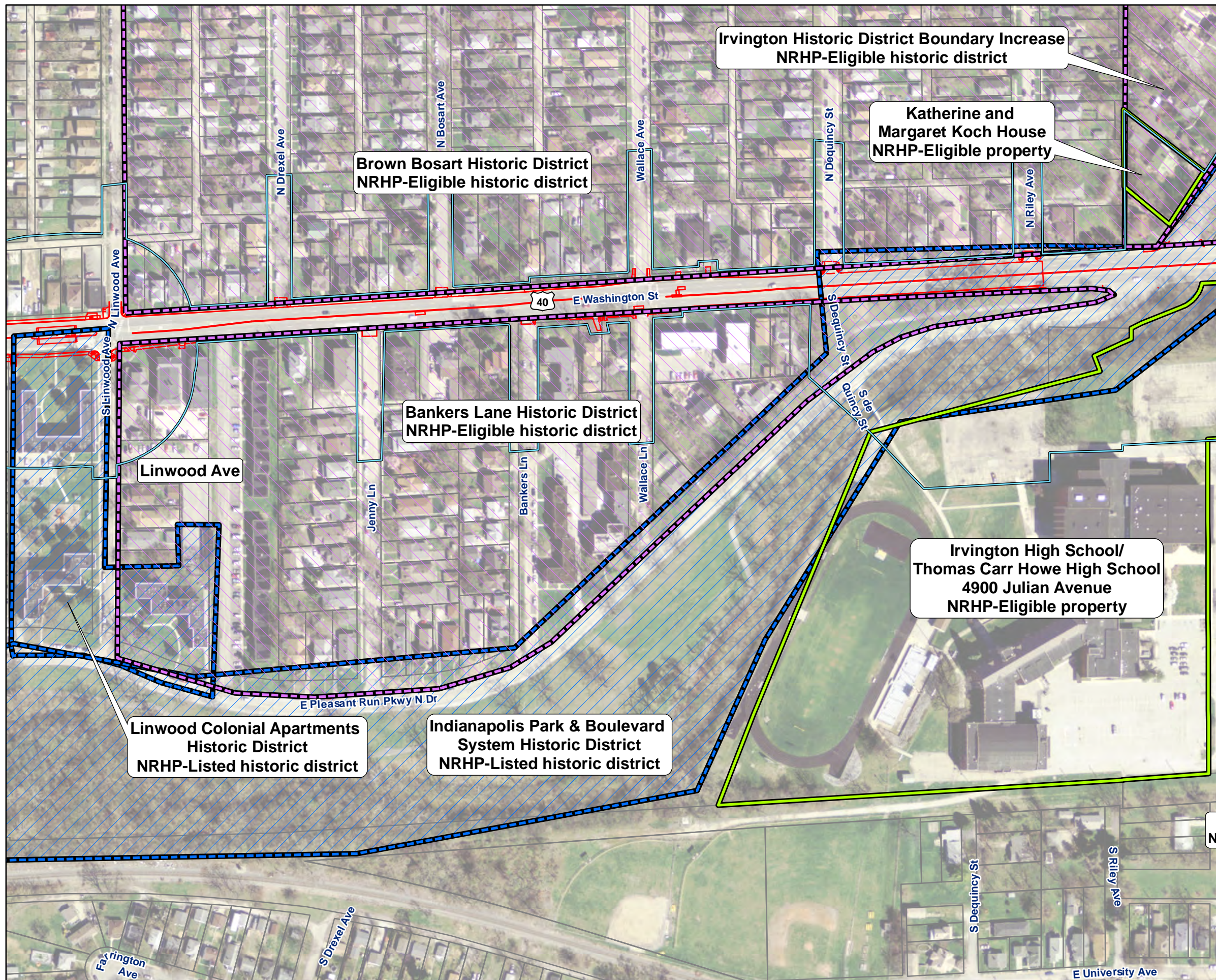
The Bankers Lane Historic District is significant under Criteria A and C. The historic district is significant in part for its intact collection of early and mid-twentieth century popular house types, including American Foursquare, Bungalow, Cape Cod, and Minimal Traditional, in addition to several small apartment buildings.

4.19.2 ASSESSMENT OF EFFECTS

Figure 4-19 provides an overview of the project near the Bankers Lane Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements along the south side of E. Washington Street along the north boundary of the historic district. The BRT would operate within the existing right-of-way of E. Washington Street approximately 20 feet north of the district's north boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of E. Washington Street and Linwood Avenue (Linwood Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of E. Washington Street.

The station would be located approximately 45 feet northwest of the property's north NRHP boundary.

The existing curbs and sidewalks along the south side of E. Washington Street within and adjacent to the historic district are concrete. Any work performed on curbs and sidewalks would extend only to the outside of the sidewalks, and no impacts to retaining walls or steps outside of the existing right-of-way is anticipated. If such impacts cannot be avoided, then Section 106 consultation will be reopened to evaluate such effects. No physical impacts to contributing features of the Bankers Lane Historic District would occur. Although the BRT vehicles would operate along Washington Street north of the property, all operations would occur within the existing roadway right-of-way. The BRT station and construction activity would occur outside of the property's NRHP boundary. Therefore, the project would have no effect to the historic district's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

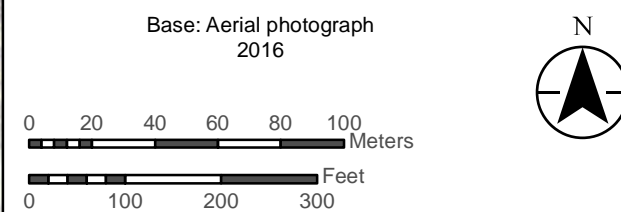


Figure 4-19
Bankers Lane Historic District.

Project implementation would alter the Bankers Lane Historic District's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from the district's north boundary. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings. The Linwood Avenue Station would be located northwest of the northwest corner of the historic district. Part of the historic district's significance derives from its location along a busy urban thoroughfare providing transportation access to jobs elsewhere in the city. The presence of the Linwood Avenue Station will not change this aspect of the historic district's setting in a significant way. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a significant collection of early and mid-twentieth century popular house types. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Bankers Lane Historic District.



Photograph 4-20. Houses along Jenny Lane, looking southwest.

4.20 BROWN BOSART HISTORIC DISTRICT

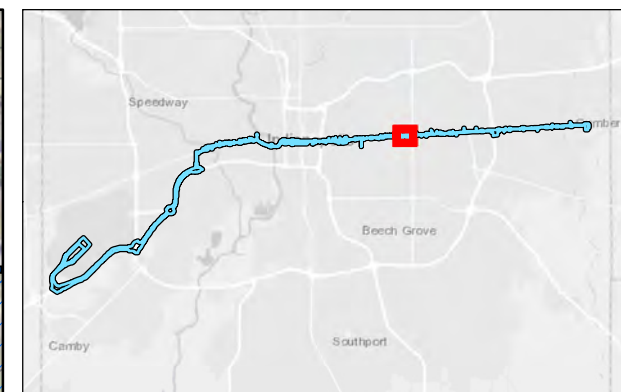
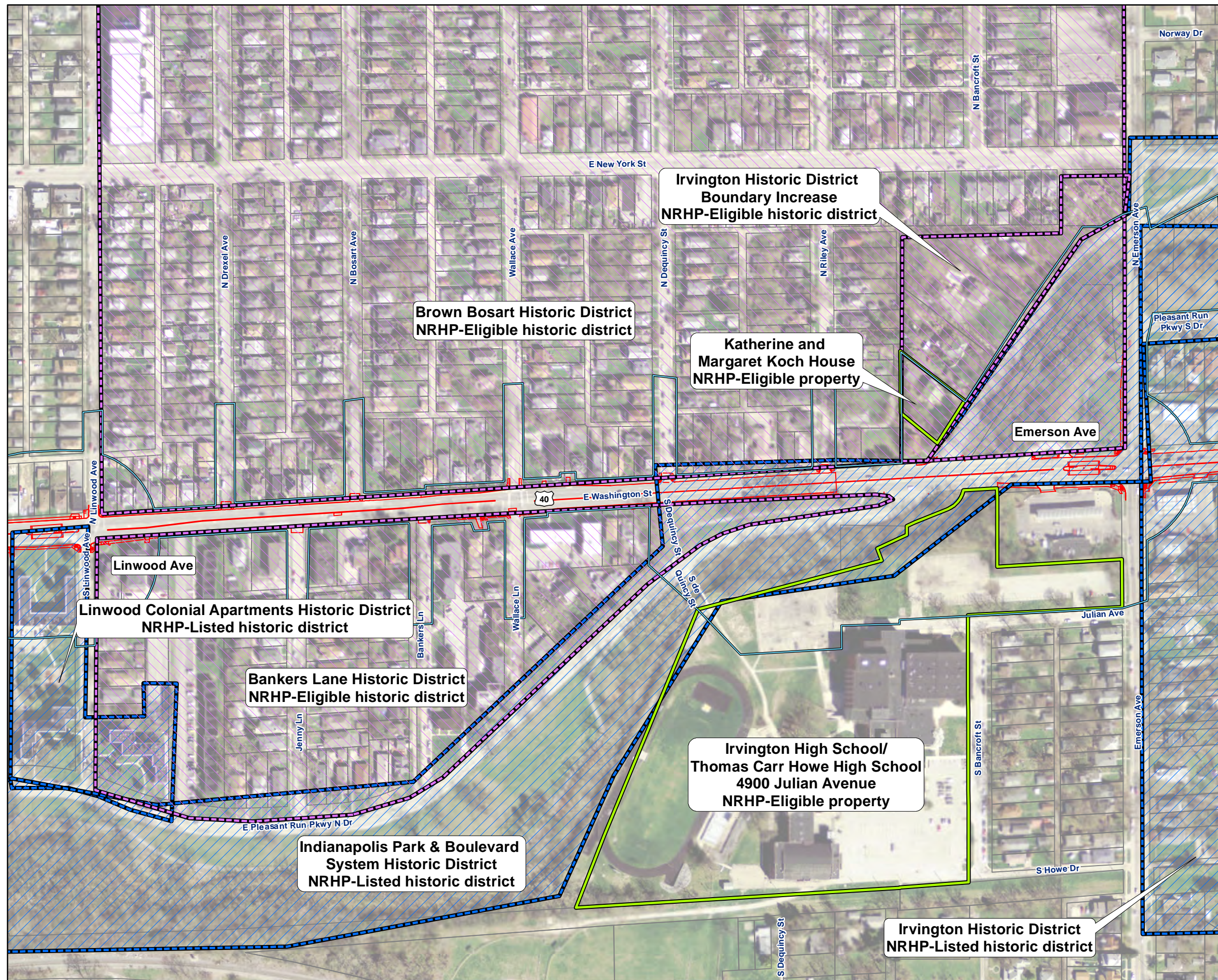
4.20.1 HISTORIC SIGNIFICANCE

The Brown Bosart Historic District is significant under Criteria A and C. The historic district is significant in part for its intact collection of early twentieth century popular house types, including American Foursquare and Bungalow.

4.20.2 ASSESSMENT OF EFFECTS

Figure 4-20 provides an overview of the project near the Brown Bosart Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of two BRT station platforms. There will also be curb ramp and sidewalk improvements along the north side of E. Washington Street along the south boundary of the historic district. The BRT would operate within the existing right-of-way of E. Washington Street approximately 20 feet south of the district's south boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT stations are located at the intersection of E. Washington Street and Linwood Avenue (Linwood Avenue Station) and at the intersection of E. Washington Street and Emerson Avenue (Emerson Avenue Station). These stations will be center-running, double-sided platforms within the existing right-of-way of E. Washington Street.

The Linwood Avenue Station would be located approximately 75 feet southwest of the district's south NRHP boundary. The Emerson Avenue Station would be located approximately 20 feet south of the district's south NRHP boundary.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

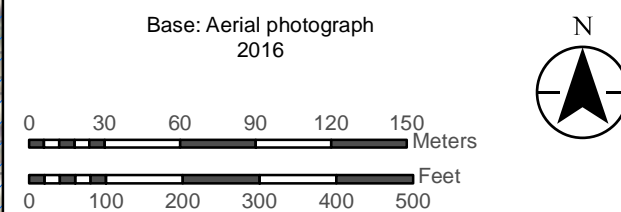


Figure 4-20
Brown Bosart Historic District.

The existing curbs and sidewalks along the north side of E. Washington Street within and adjacent to the historic district are concrete. Any work performed on curbs and sidewalks would extend only to the outside of the sidewalks, and no impacts to retaining walls or steps outside of the existing right-of-way is anticipated. If such impacts cannot be avoided, then Section 106 consultation will be reopened to evaluate such effects. No physical impacts to contributing features of the Brown Bosart Historic District would occur. Although the BRT vehicles would operate along Washington Street south of the property, all operations would occur within the existing roadway right-of-way. The BRT stations and construction activity would occur outside of the property's NRHP boundary. Presently, no construction related to stormwater management is planned within the historic district's boundary; additional Section 106 coordination will be undertaken if future development of the stormwater management plan results in use of any part of a property in the historic district. Therefore, the project would have no effect to the historic district's integrity of location, design, materials, and workmanship.

Project implementation would alter the Brown Bosart Historic District's integrity of setting. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from the district's south boundary. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings. The Linwood Avenue Station would be located southwest of the southwest corner of the historic district. Part of the historic district's significance derives from its location along a busy urban thoroughfare providing transportation access to jobs elsewhere in the city. The presence of the Linwood Avenue Station will not change this aspect of the historic district's setting in a significant way.

The Emerson Avenue Station will be constructed adjacent to a contributing park at the northwest corner of E. Washington Street and Emerson Avenue, as well as the green space along Pleasant Run, and will be a new visual element in the setting of the historic district. However, non-historic gas stations occupy the other three corners of the intersection and already diminish the integrity of setting in this area. The relatively small visual impact of the Emerson Avenue Station will not further diminish the integrity of setting in this location to a significant degree. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a significant collection of early twentieth century popular house types. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Brown Bosart Historic District.



Photograph 4-21. Houses along Wallace Avenue, looking northeast.

4.21 KATHERINE AND MARGARET KOCH HOUSE

4.21.1 HISTORIC SIGNIFICANCE

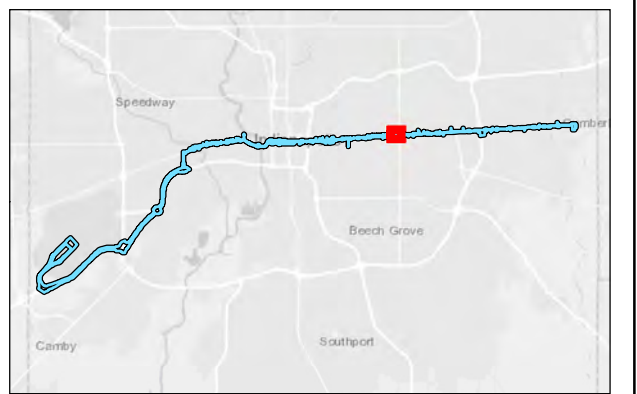
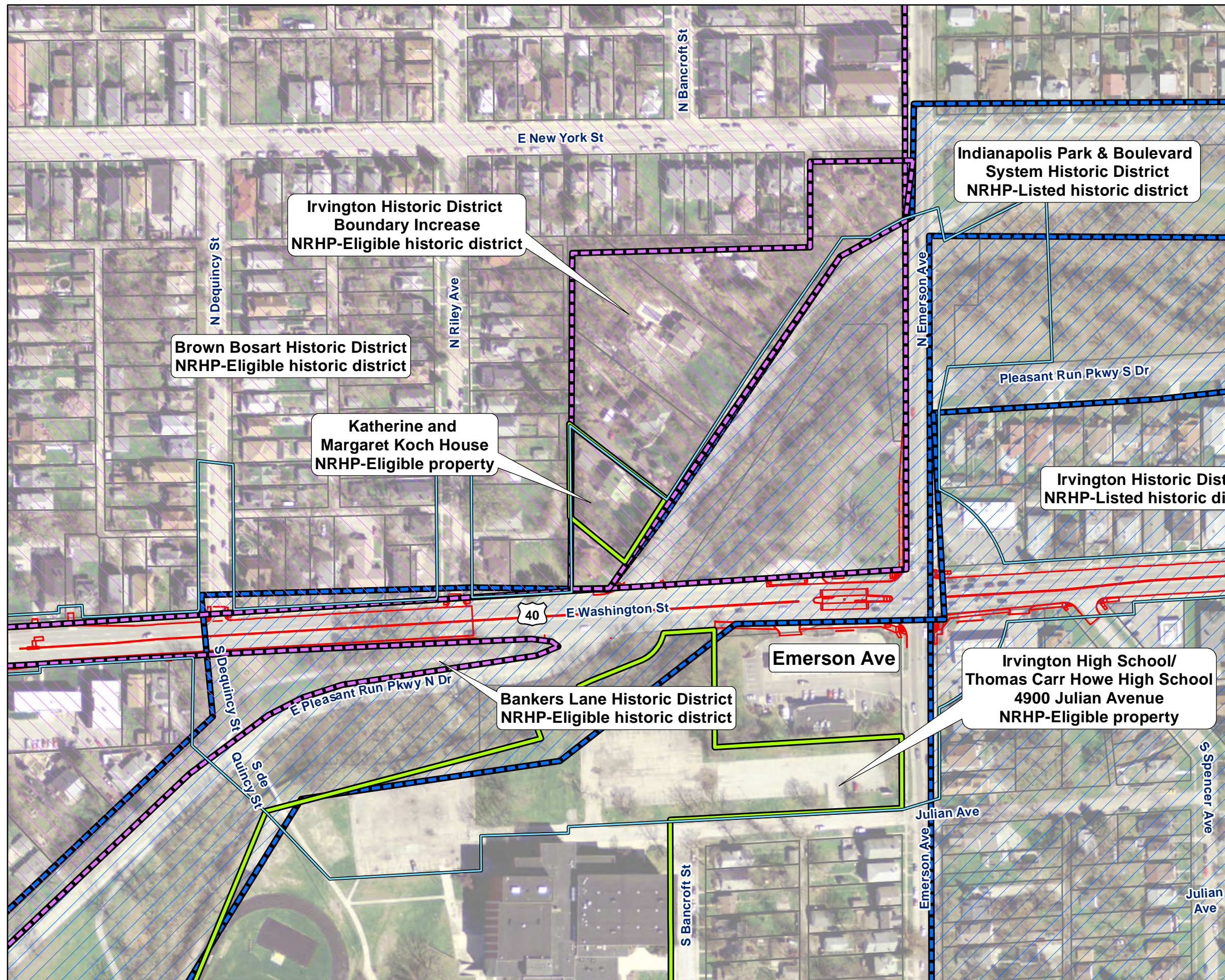
The Katherine and Margaret Koch House is significant under Criterion C as a locally important example of an Arts & Crafts-style house with high-style elements, including brick construction, a large scale, and a matching garage.

4.21.2 ASSESSMENT OF EFFECTS

Figure 4-21 provides an overview of the project near the Katherine and Margaret Koch House. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will be no curb ramp or sidewalk improvements in the immediate vicinity of the house. The BRT would operate within the existing right-of-way of Washington Street approximately 100 feet south of the house's south property boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of Washington Street and Emerson Avenue (Emerson Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of Washington Street.

The Emerson Avenue Station will be located approximately 320 feet southeast of the resource's south parcel boundary. This station will have minimal visibility from the property due to the vegetation along Pleasant Run between the property and the station.

No physical impacts to the Katherine and Margaret Koch House would occur. BRT vehicles will operate along E. Washington Street south of the NRHP-eligible boundary of the house, but will not operate directly adjacent to the property. The BRT station and construction activity would occur outside of the structure's parcel boundary and the legal parcel. No improvements of the curb ramps and sidewalks along Washington Street will occur adjacent to the property. Presently, no construction related to stormwater management is planned within the historic boundary of this property; additional Section 106 coordination will be undertaken if future development of the stormwater management plan results in use of any part of this property. Therefore, the project would have no effect to the house's integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

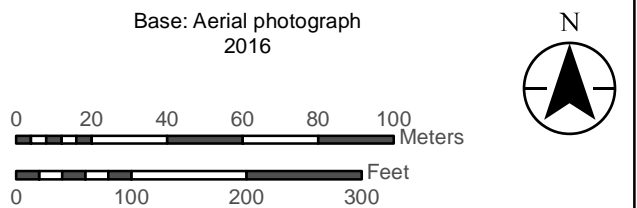


Figure 4-21
Katherine and Margaret Koch House.

Project implementation would not alter the structure's integrity of setting in an important way. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. No historically significant views to, from, or within the property boundaries of the house would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the house's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as an early twentieth century house with architectural significance. Therefore, project implementation would have no effect on the house's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Katherine and Margaret Koch House.



Photograph 4-22. View looking northwest to the southeast-facing facade from E. Pleasant Run Parkway N. Drive.

4.22 IRVINGTON HISTORIC DISTRICT BOUNDARY INCREASE

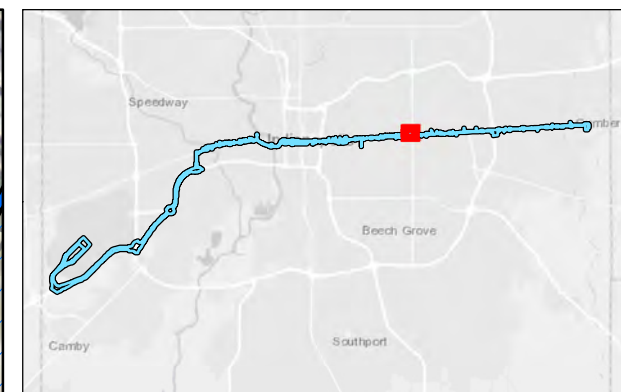
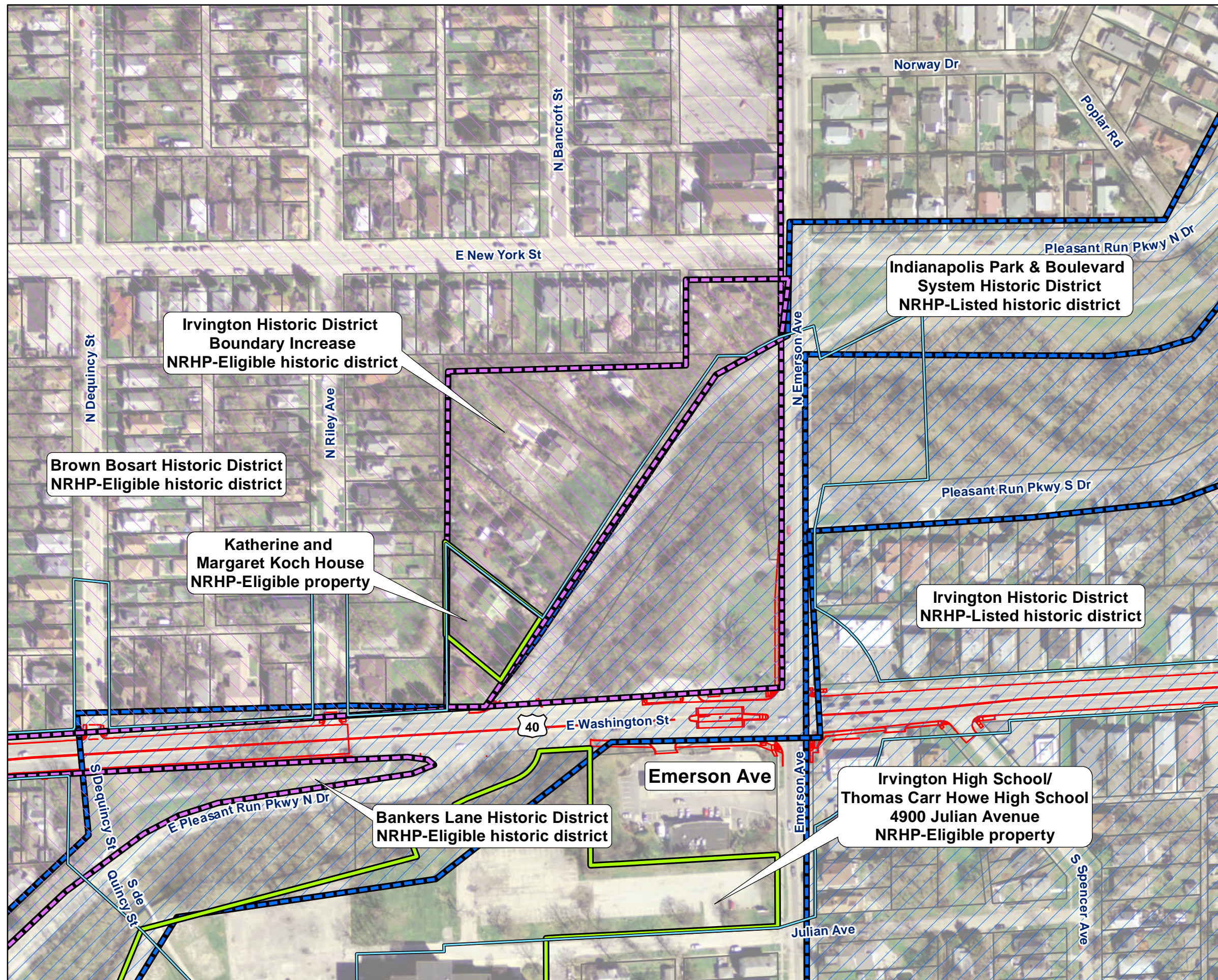
4.22.1 HISTORIC SIGNIFICANCE

The Irvington Historic District boundary increase is significant under Criteria A and C. Hilton U. Brown purchased the lots along E. Pleasant Run Parkway between E. Washington Street and N. Emerson Street and sold them to people he wished to live in Irvington. The area has always been considered to be part of Irvington. This area also includes a locally remarkable collection of Arts & Crafts-style houses, including the Katherine and Margaret Koch House at 5030 E. Pleasant Run Parkway N. Drive, and houses at 5040, 5050, and 5070 E. Pleasant Run Parkway N. Drive. Only 5020 and 5030 E. Pleasant Run Parkway N. Drive are within the APE.

4.22.2 ASSESSMENT OF EFFECTS

Figure 4-22 provides an overview of the project near the Irvington Historic District boundary increase. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements along both sides of Washington Street south of the historic district. The BRT would operate within the existing right-of-way of Washington Street south of the historic district's south boundary. Curb and sidewalk improvements will be made along the north side of E. Washington Street adjacent to the historic district's NRHP-eligible boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of Washington Street and Emerson Avenue (Emerson Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of Washington Street.

The Emerson Avenue Station will be located approximately 330 feet east of the historic district's southeastern boundary. This station will have minimal visibility from the historic district due to the vegetation along Pleasant Run between the district and the station.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

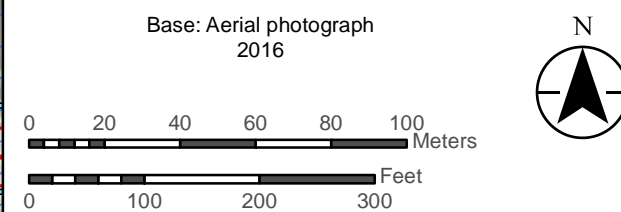


Figure 4-22
Irvington Historic District Boundary Increase.

No physical impacts to the Irvington Historic District boundary increase would occur. BRT vehicles will operate along E. Washington Street adjacent to the south NRHP-eligible boundary of the historic district, but all operations would occur within the existing roadway right-of-way. The BRT station and construction activity would occur outside of the historic district boundary. There will be some construction activity in the improvements of the curb ramps and sidewalks located on the north side of Washington Street; however, this work is anticipated to remain outside of the NRHP-eligible boundary of the historic district. Presently, no construction related to stormwater management is planned within the historic district's boundary; additional Section 106 coordination will be undertaken if future development of the stormwater management plan results in use of any part of a property in the historic district. Therefore, the project would have no effect to the historic district's integrity of location, design, materials, and workmanship.

Project implementation would not alter the historic district's integrity of setting in an important way. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the historic district. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the historic district. No historically significant views to, from, or within the historic district boundary would be obscured or altered by any project facility; no visual impacts to the historic district were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the historic district's integrity of setting.

Furthermore, no project activity would alter the district's historical associations or feeling as a significant collection of residential buildings from the early twentieth century. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Irvington Historic District boundary increase.



Photograph 4-23. 5020 E. Pleasant Run Parkway N. Drive, looking northwest.

4.23 IRVINGTON HISTORIC DISTRICT

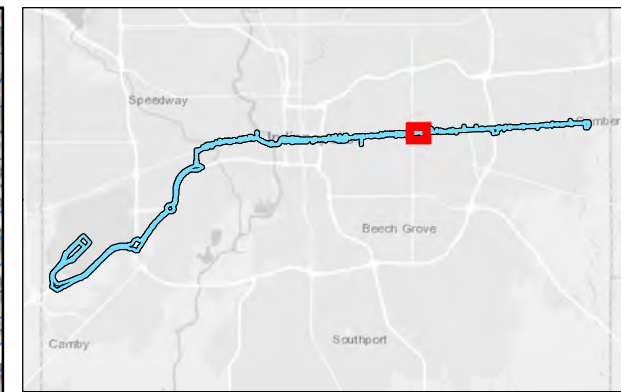
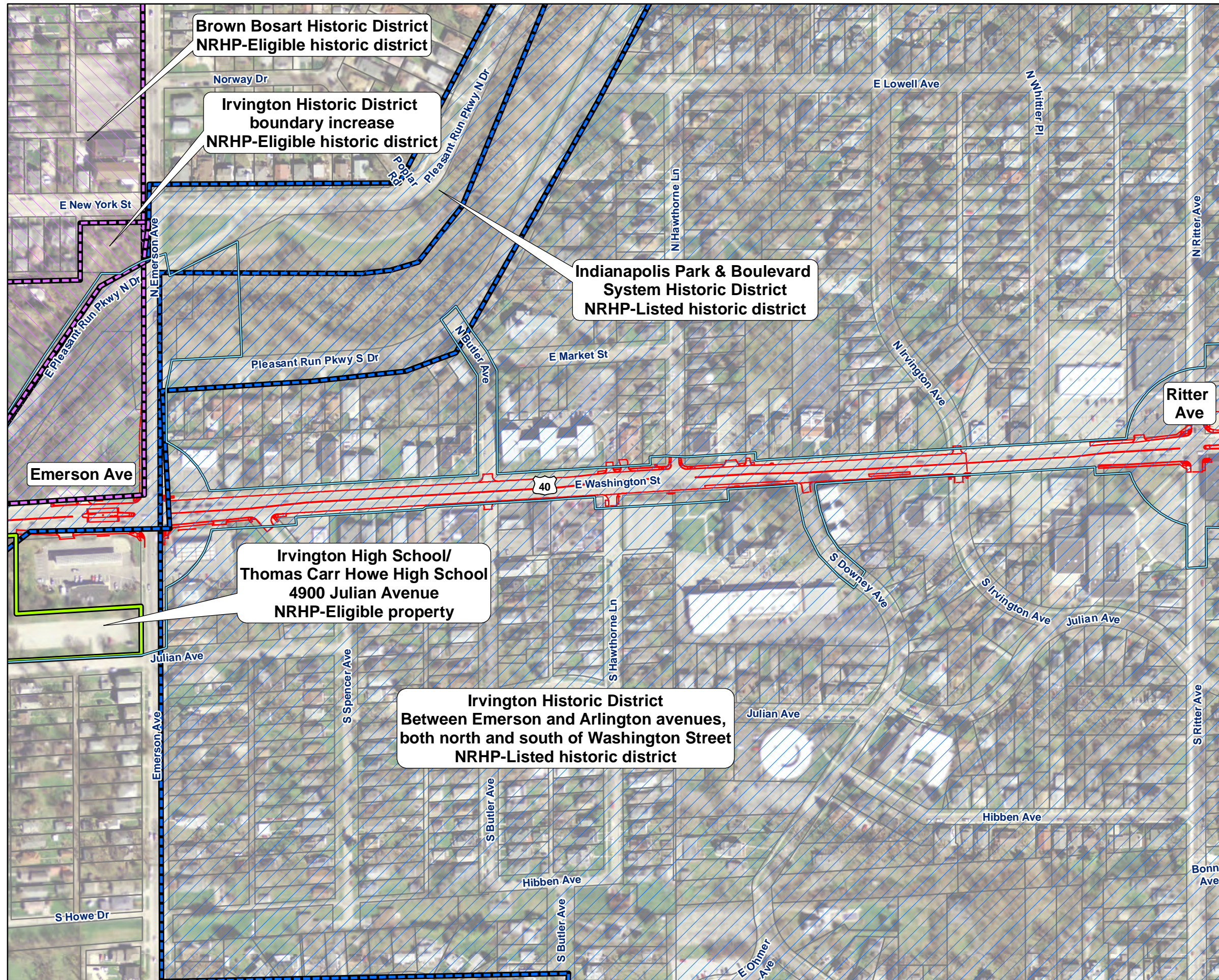
4.23.1 HISTORIC SIGNIFICANCE

The Irvington Historic District was NRHP-listed in 1987 under Criteria A and C with significance in the areas of Architecture, Art, Community Planning, Education, and Landscape Architecture as one of the city's earliest planned suburbs; for containing a portion of Pleasant Run Parkway as designed by George Kessler; as the site of Butler University from 1875–1928, which provided the community with intellectual, artistic, and social activities associated with college towns; and architecturally for its collection of residential, educational, and religious buildings from the late nineteenth and early twentieth centuries. The historic district has a total of 2,380 contributing resources, mostly buildings, versus only 207 non-contributing resources.

4.23.2 ASSESSMENT OF EFFECTS

Figure 4-23 provides an overview of the project near the Irvington Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform within the historic district, although additional station platforms will be adjacent to the west and east of the historic district boundary. The BRT would operate within the existing right-of-way of E. Washington Street through the center of the historic district. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station would be located at the intersection of E. Washington Street and Ritter Avenue. A station would be located just west of the historic district boundary at E. Washington Street and Emerson Avenue, and another would be located just east of the historic district boundary at E. Washington Street and Arlington Avenue. These stations will be center-running, double-sided platforms within the existing right-of-way of E. Washington Street.

The Ritter Avenue Station would be located within the district's NRHP boundary and approximately 20 feet north of the nearest contributing building at 5505 E. Washington Street. The Emerson Avenue Station would be located approximately 85 feet west of the district's western boundary and approximately 250 feet west of the nearest contributing building at 5118 E. Washington Street. The Arlington Avenue Station would be located approximately 50 feet east of the district's eastern boundary and approximately 215 feet east of the nearest contributing building at 5921 E. Washington Street.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

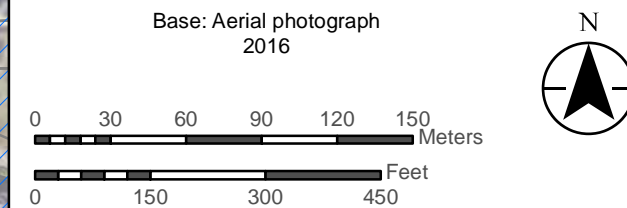
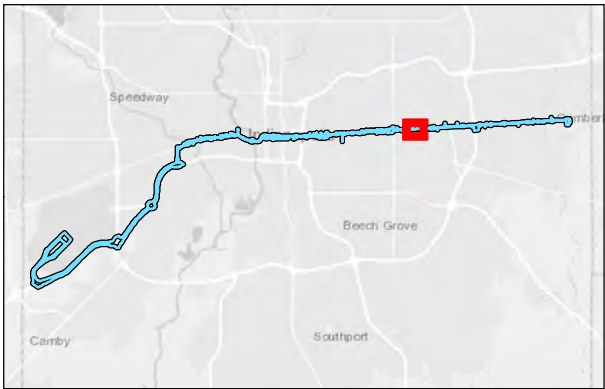
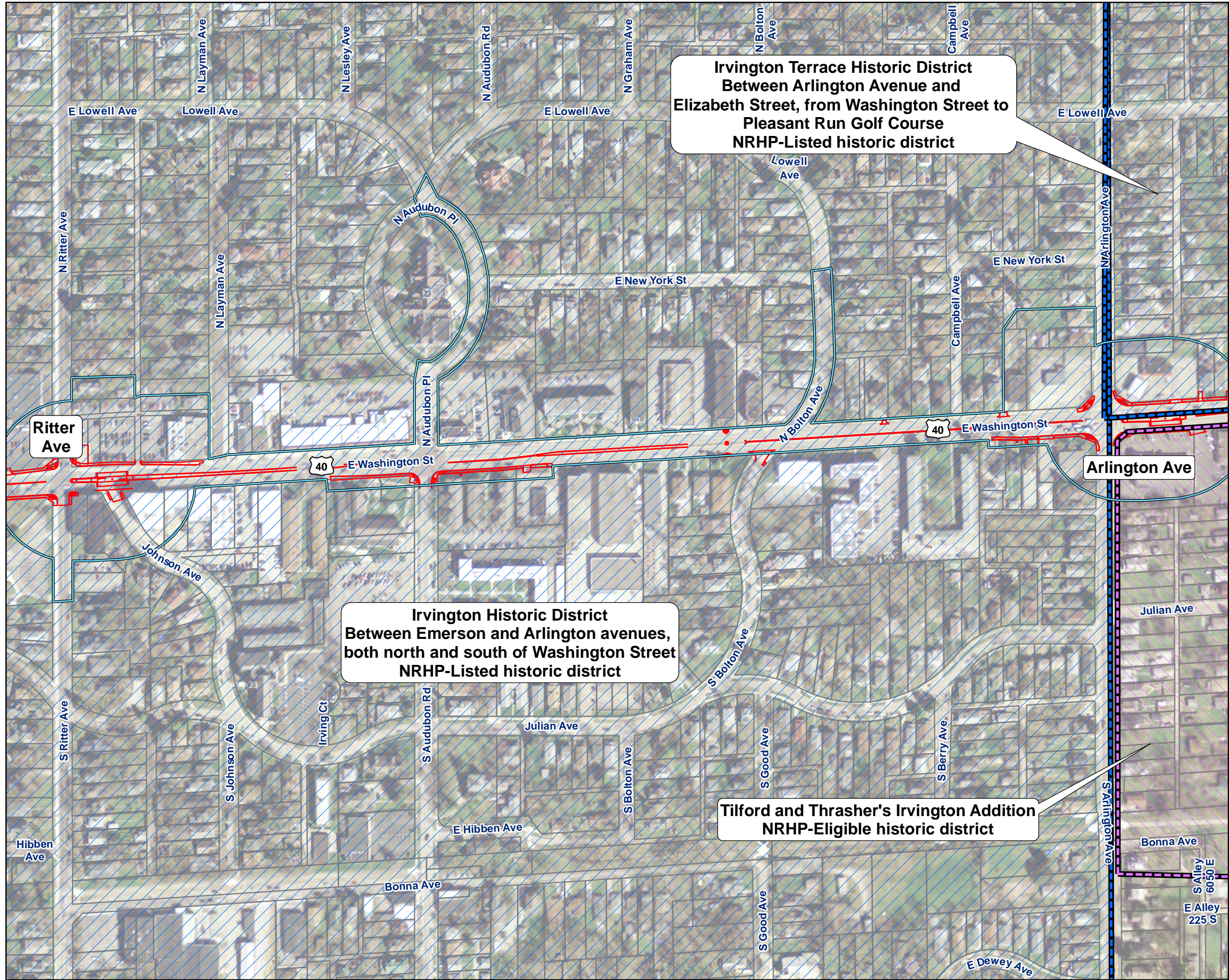


Figure 4-23 Sheet 1 of 2
Irvington Historic District. (2 Sheets)



- Above-Ground APE Boundary
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

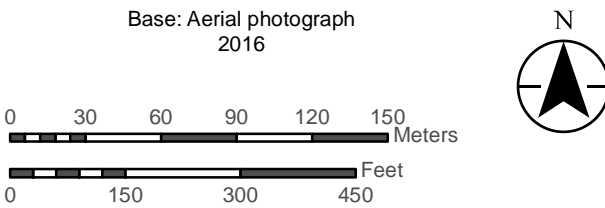


Figure 4-23 **Sheet 2 of 2**
Irvington Historic District. (2 Sheets)

Physical impacts to the Irvington Historic District may consist of replacement of sidewalks and ADA curb ramps where the existing infrastructure is in poor condition or non-compliant with ADA standards. The curbs and sidewalks along E. Washington Street are concrete, although stone curbs are found along some side streets (N. Hawthorne Lane, for instance). All side streets have existing modern curb ramps at their intersection with E. Washington Street. Sidewalk and curb ramp replacement are expected to only impact concrete infrastructure that does not contribute to the district's historic character. Although the BRT vehicles would operate along E. Washington Street within the district's boundary, all operations would occur within the existing roadway right-of-way. The Ritter Avenue Station and construction activity would occur within the district's NRHP boundary, but outside of the legal parcels of its contributing buildings. The Emerson Avenue and Arlington Avenue stations and construction activity would occur outside of the district's NRHP boundary. No on-street parking will be removed from within the historic district. Therefore, the project would have no effect to the district's integrity of location, design, materials, and workmanship.

Project implementation would alter the Irvington Historic District's integrity of setting. As a significant example of a planned suburb, Irvington was dependent on transportation systems to convey residents to jobs elsewhere in the city. Its location along a busy prominent thoroughfare extending through, and beyond, Marion County is part of its historic setting. Fixed infrastructure for electric trolley lines once ran along E. Washington Street as part of its historic transportation connections. Although the BRT infrastructure will be new, it is in keeping with the historic presence of mass transit systems running through the historic district along E. Washington Street.

The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from contributing buildings along E. Washington Street. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings.

The Ritter Avenue Station would be visible from the district's contributing buildings along the south side of E. Washington Street on either side of Johnson Avenue, but non-contributing parking lots are located along the north side of the street opposite the station and a modern shopping plaza is located at the northwest corner of E. Washington Street and Ritter Avenue. The integrity of setting is already diminished at the intersection of W. Washington Street and Ritter Avenue due to these factors, and the project will

not further diminish the settings of contributing buildings adjacent to the station to a significant degree. The main platform of the station will be opposite Johnson Avenue, and most of the station will not be directly in front of the contributing buildings on either side of Johnson Avenue. Furthermore, the station design, which will be consistent with those used for the Red and Purple lines, will be an open shelter with a metal canopy roof supported on composite wood posts at each end of the station (Figure 1-3). The open design is intended to avoid blocking views and creating visual intrusion. Station amenities, such as signage or ticket vending machines, are not anticipated to block the sightlines of pedestrians at or near the stations. No stations for the Red or Purple lines, even when in close proximity to a historic resource, have led to a finding of Adverse Effect. The Ritter Avenue Station will not significantly obscure the viewshed to the adjacent contributing buildings.

Non-contributing commercial buildings are located north and south of E. Washington Street at the east and west district boundaries and already compromise views looking into or out of the historic district along E. Washington Street. The proposed stations at Emerson Avenue and Arlington Avenue will not significantly compromise the viewshed further. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's historical associations or feeling as a significant collection of residential, educational, and religious buildings from the late nineteenth and early twentieth centuries. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Irvington Historic District.



Photograph 4-24. Overview of the Irvington Historic District along Washington Street, looking southwest.

4.24 IRVINGTON HIGH SCHOOL/THOMAS CARR HOWE HIGH SCHOOL

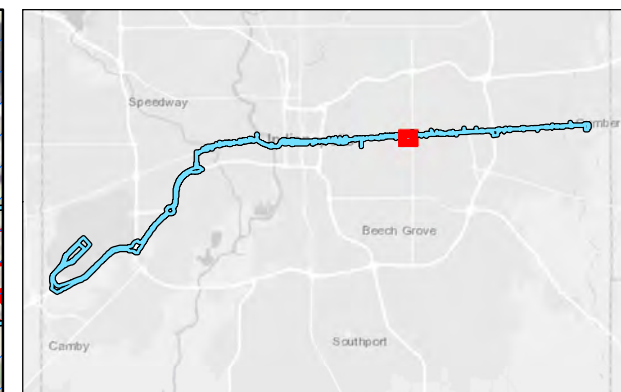
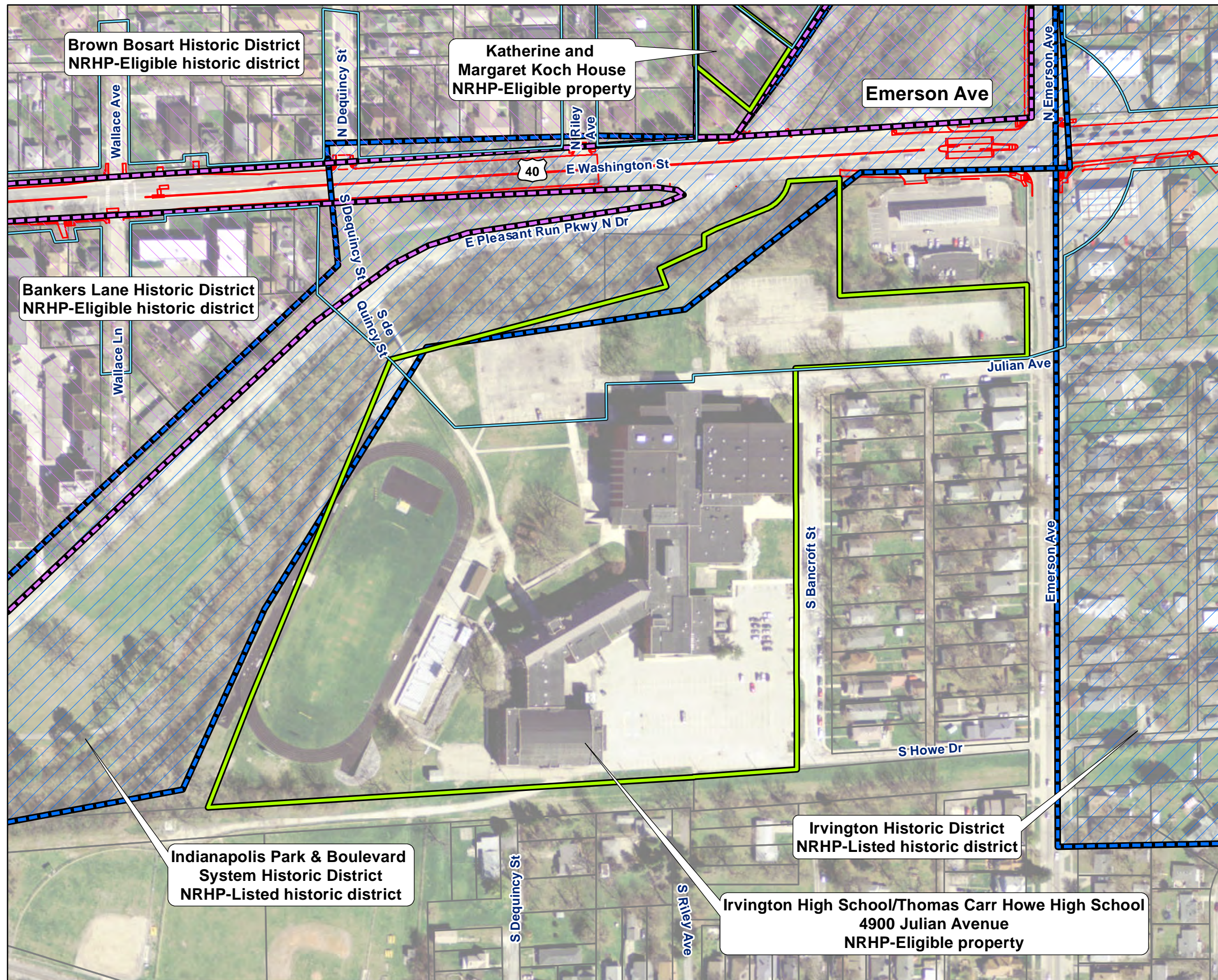
4.24.1 HISTORIC SIGNIFICANCE

The Irvington High School/Thomas Carr Howe School is significant under Criterion C for its architectural significance. The Irvington High School/Thomas Carr Howe High School embodies the distinctive characteristics of the Collegiate Gothic style of architecture. The style is derived from the versions of Gothic and Tudor architecture that characterize the older buildings of Oxford and Cambridge universities in England and, as such, is primarily used for educational buildings in the U.S.

Characteristics of the style present on Thomas Carr Howe High School include brick and stone masonry, a tower containing the main entrance with the entrance recessed under an arch, a bay window, buttresses, crenellations at the top of the tower, and the use of bas-relief ornament and Gothic-style script at several of the entrances. Although the 1938 central section of the school is the most fully developed example of the style in the school, the 1940 and 1954 additions have some characteristics of the style, were designed by the same architectural firm, are located in the positions planned in the original design from the 1920s, and complement the character of the 1938 section. While the 1963 and 1974 additions are not designed in the Collegiate Gothic style, they retain the use of brick and limestone exterior materials, are concentrated at the northern end of the building, and do not detract from the architectural character of the earlier parts of the school. Furthermore, the school was designed by McGuire & Shook, a prominent Indianapolis architectural firm who designed several other notable schools in the city. The 1963 and 1974 additions do not have architectural significance in their own right. As a good Indianapolis example of the use of Collegiate Gothic for a school building, the school is recommended to be significant under Criterion C.

4.24.2 ASSESSMENT OF EFFECTS

Figure 4-24 provides an overview of the project near the Irvington High School/Thomas Carr Howe High School. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. There will also be curb ramp and sidewalk improvements along both sides of Washington Street north of the school. The BRT would operate within the existing right-of-way of Washington Street approximately 20 feet north of the school's north property boundary. Curb and sidewalk improvements will be made along the south side of E. Washington Street east of the school's NRHP-eligible boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of Washington Street and Emerson Avenue (Emerson Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of Washington Street.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

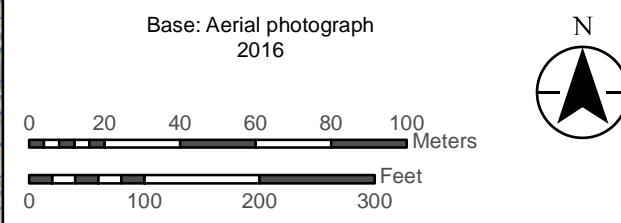


Figure 4-24
Irvington High School/Thomas Carr Howe High School.

The Emerson Avenue Station will be located approximately 200 feet northeast of the resource's northeastern parcel boundary. This station will not be visible from the older, more architecturally significant portions of the school as its later additions and a gas station are located between the station location and the architecturally-significant portions of the school.

No physical impacts to the Irvington High School/Thomas Carr Howe High School would occur. BRT vehicles will operate along E. Washington Street adjacent to the north NRHP-eligible boundary of the school, but will not operate directly adjacent to the school building. The BRT station and construction activity would occur outside of the structure's parcel boundary and the legal parcel. There will be some construction activity in the improvements of the curb ramps and sidewalks located on the south side of the Washington Street; however, this work is anticipated to remain outside of the NRHP-eligible boundary of the school. Therefore, the project would have no effect to the school's integrity of location, design, materials, and workmanship.

Project implementation would not alter the structure's integrity of setting in an important way. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the school property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. No historically significant views to, from, or within the property boundaries of the school would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the school's integrity of setting.

Furthermore, no project activity would alter the structure's feeling as an educational property with architectural significance. Therefore, project implementation would have no effect on the school's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Irvington High School/Thomas Carr Howe High School.



Photograph 4-25. Overview of the Irvington High School/Thomas Carr High School, looking southeast.



Photograph 4-26. Overview of the Irvington High School/Thomas Carr High School, looking southwest.

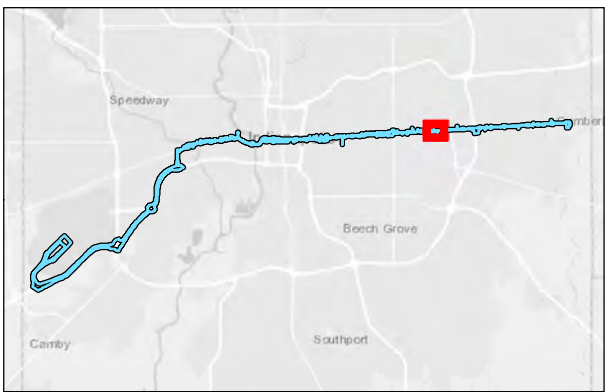
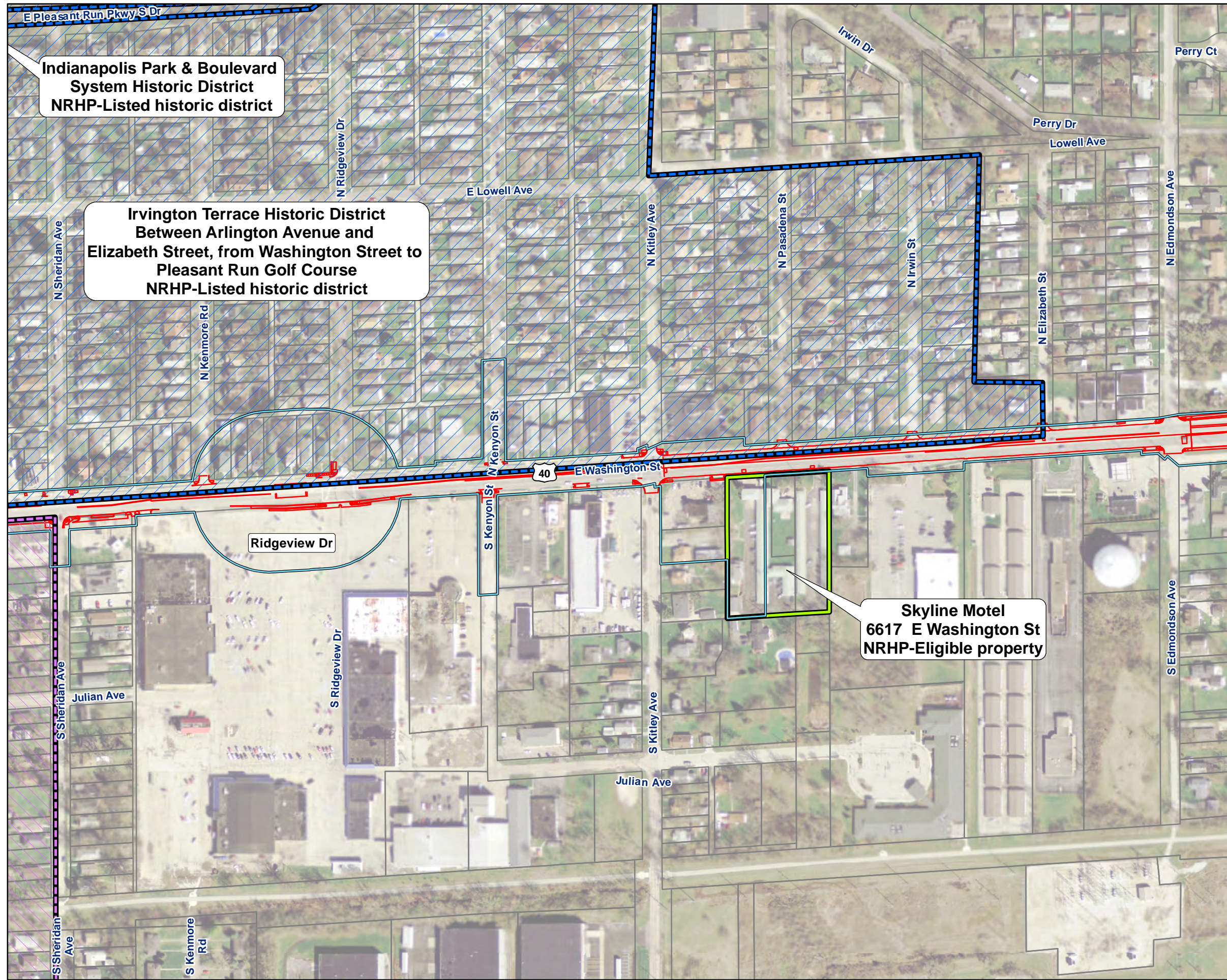
4.25 IRVINGTON TERRACE HISTORIC DISTRICT

4.25.1 HISTORIC SIGNIFICANCE

NRHP-listed in 2011 under Criteria A, B, and C in the areas of Community Development & Planning, Architecture, and Art. Under Criterion A, the historic district is significant as an example of the type of community planning and development in the city that began as the city expanded during the streetcar era and continued through the rise of automobile ownership in the mid-twentieth century and for containing a section of Pleasant Run Parkway, a component of George Kessler's 1909 park and boulevard system for the city. Under Criterion B, the historic district contains the house and studio of noted artist Dorothy Morlan. Under Criterion C, the district contains well-preserved examples of Arts and Crafts, period revival, and mid-twentieth century homes that characterize the city's neighborhoods from the first half of the twentieth century. The district contains 579 contributing resources, mostly buildings, and has 111 non-contributing resources.

4.25.2 ASSESSMENT OF EFFECTS

Figure 4-25 provides an overview of the project near the Irvington Terrace Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of two BRT station platforms. The BRT would operate within the existing right-of-way of Washington Street adjacent to the district's south NRHP boundary. Along Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT stations are located at the intersection of Washington Street and Arlington Avenue and at the intersection of Washington Street and Ridgeview Drive. These stations will be center-running, double-sided platforms within the existing right-of-way of Washington Street.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

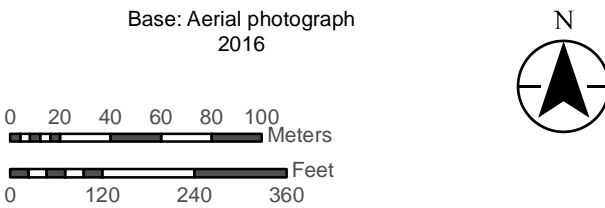


Figure 4-25 **Sheet 2 of 2**
Irvington Terrace Historic District. (2 Sheets)

The Arlington Avenue Station would be located immediately south of the district's south NRHP boundary and approximately 100 feet southwest of the nearest contributing building at 6024 E. Washington Street. The Ridgeview Drive Station would be located immediately south of the district's south NRHP boundary and approximately 60 feet south of the nearest contributing buildings at 6318 through 6330 E. Washington Street.

Physical impacts to the Irvington Terrace Historic District may consist of replacement of sidewalks and ADA curb ramps where the existing infrastructure is in poor condition or non-compliant with ADA standards. The curbs and sidewalks along E. Washington Street are concrete, although stone curbs are found along some side streets (Sheridan Avenue, for instance). All side streets have existing modern curb ramps at their intersection with E. Washington Street. Sidewalk and curb ramp replacement are expected to only impact concrete infrastructure that does not contribute to the district's historic character. Although the BRT vehicles would operate along Washington Street adjacent to the district's south boundary, all operations would occur within the existing roadway right-of-way. The BRT station and construction activity would occur outside of the district's NRHP boundary and the legal parcels of its contributing buildings. Therefore, the project would have no effect to the district's integrity of location, design, materials, and workmanship.

Project implementation would alter the Irvington Terrace Historic District's integrity of setting due to the addition of stations into the setting. As a significant example of a streetcar suburb, Irvington Terrace was dependent on transportation systems to convey residents to jobs elsewhere in the city. Its location along a busy prominent thoroughfare is part of its historic setting. Fixed infrastructure for electric trolley lines once ran along E. Washington Street as part of its historic transportation connections. Although the BRT infrastructure will be new, it is in keeping with the historic presence of mass transit systems running adjacent to the historic district along E. Washington Street.

The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from the district's contributing buildings along E. Washington Street. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings.

The Arlington Street Station will be a new visual element in the setting of contributing houses between Arlington Avenue and Webster Avenue. However, the station will be adjacent to a non-contributing gas

station at the northeast corner of Arlington Avenue and E. Washington Street and modern commercial properties are located on the south side of E. Washington Street east of Arlington Avenue. Therefore, views to or from the historic district in the vicinity of the station already have modern intrusions, and the presence of the station will not further diminish the integrity of setting in this area. The Ridgeview Drive Station will be a new visual element in the setting of contributing houses in the vicinity of Kenmore Road and Ridgeview Drive. However, the south side of E. Washington Street opposite the station is a large mid-to late twentieth century shopping plaza that is already a visual intrusion into the setting of the historic district. Therefore, the presence of the station will not further diminish the integrity of setting in this area. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a significant example of community planning or as a significant collection of early twentieth century residences. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Irvington Terrace Historic District.



Photograph 4-27. Overview of the Irvington Terrace Historic District along Washington Street, looking north-northeast.

4.26 TILFORD AND THRASHER'S IRVINGTON ADDITION HISTORIC DISTRICT

4.26.1 HISTORIC SIGNIFICANCE

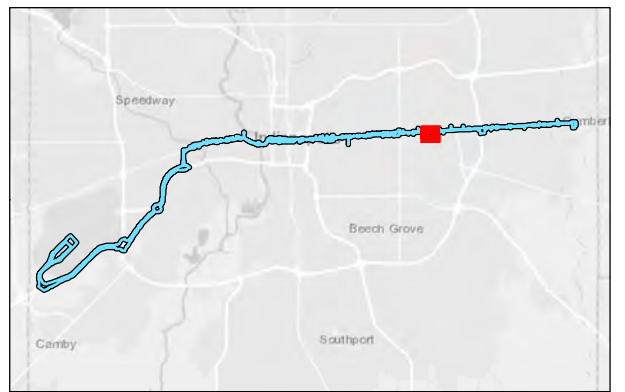
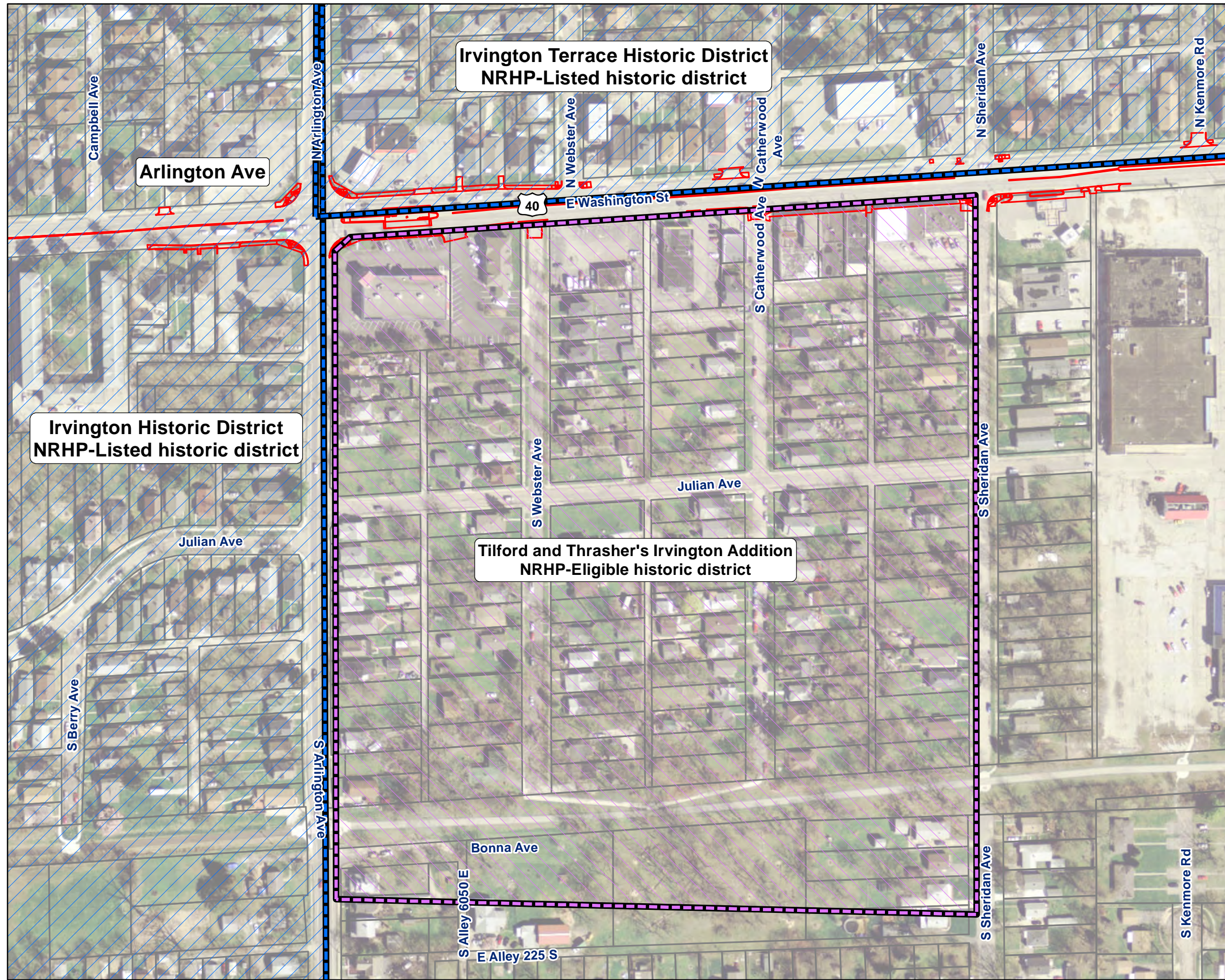
Tilford and Thrasher's Irvington Addition Historic District is significant under Criterion A for its association with Irvington's African-American community from ca. 1900 to ca. 1970. The historic district had a high concentration of African-American residents, along with a church that served the community and still stands. The commercial buildings along E. Washington Street were primarily white-owned and were tied to the trolley stop at Sheridan Avenue.

4.26.2 ASSESSMENT OF EFFECTS

Figure 4-26 provides an overview of the project near the Tilford and Thrasher's Irvington Addition Historic District. Implementation of the Blue Line BRT project would include the operation of BRT vehicles and the construction of a BRT station platform. The BRT would operate within the existing right-of-way of Washington Street adjacent to the district's north NRHP boundary. Along Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of Washington Street and Arlington Avenue (Arlington Avenue Station). This station will be a center-running, double-sided platform within the existing right-of-way of Washington Street.

The Arlington Avenue Station would be located immediately north of the district's north NRHP boundary and approximately 600 feet west of the nearest contributing building at 6107 E. Washington Street.

Physical impacts to the Tilford and Thrasher's Irvington Addition Historic District may consist of replacement of sidewalks and ADA curb ramps where the existing infrastructure is in poor condition or non-compliant with ADA standards. The curbs and sidewalks along E. Washington Street are concrete. Although the BRT vehicles would operate along Washington Street adjacent to the district's north boundary, all operations would occur within the existing roadway right-of-way. The BRT station and construction activity would occur outside of the district's NRHP boundary and the legal parcels of its contributing buildings. Therefore, the project would have no effect to the district's integrity of location, design, materials, and workmanship.



- NRHP-Eligible historic district
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

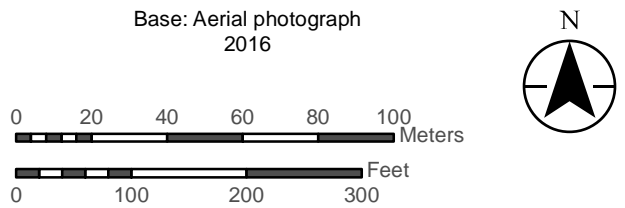


Figure 4-26
Tilford and Thrasher's Irvington Addition.

Project implementation would alter the Tilford and Thrasher's Irvington Addition Historic District's integrity of setting due to the addition of stations into the setting. As a significant example of a streetcar suburb, Irvington was dependent on transportation systems to convey residents to jobs elsewhere in the city. The historic district's location along a busy prominent thoroughfare is part of its historic setting. Fixed infrastructure for electric trolley lines once ran along E. Washington Street as part of its historic transportation connections. Although the BRT infrastructure will be new, it is in keeping with the historic presence of mass transit systems running adjacent to the historic district along E. Washington Street.

The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from the district's contributing buildings along E. Washington Street. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the district or its contributing buildings.

The Arlington Avenue Station will be a new visual element in the setting of the historic district. However, the station will be adjacent to a modern commercial building at the southeast corner of Arlington Avenue and E. Washington Street. The nearest building more than 50 years of age is a 1940s bank building converted to a church, which is located approximately 85 feet southeast of the station at 6031 E. Washington Street. There are no significant or unobstructed views of the station from any houses within the historic district. Therefore, views to or from the historic district in the vicinity of the station already have modern intrusions, and the presence of the station will not further diminish the integrity of setting in this area. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a significant example of the African-American community. Therefore, project implementation would have no effect on the district's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Tilford and Thrasher's Irvington Addition Historic District.



Photograph 4-28. Houses along S. Arlington Avenue between E. Washington Street and Julian Avenue, looking southeast.

4.27 SKYLINE MOTEL

4.27.1 HISTORIC SIGNIFICANCE

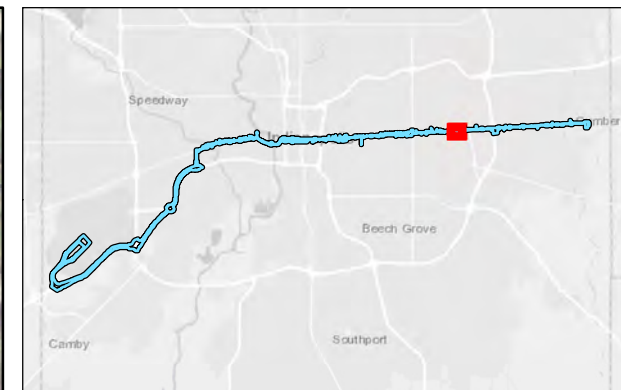
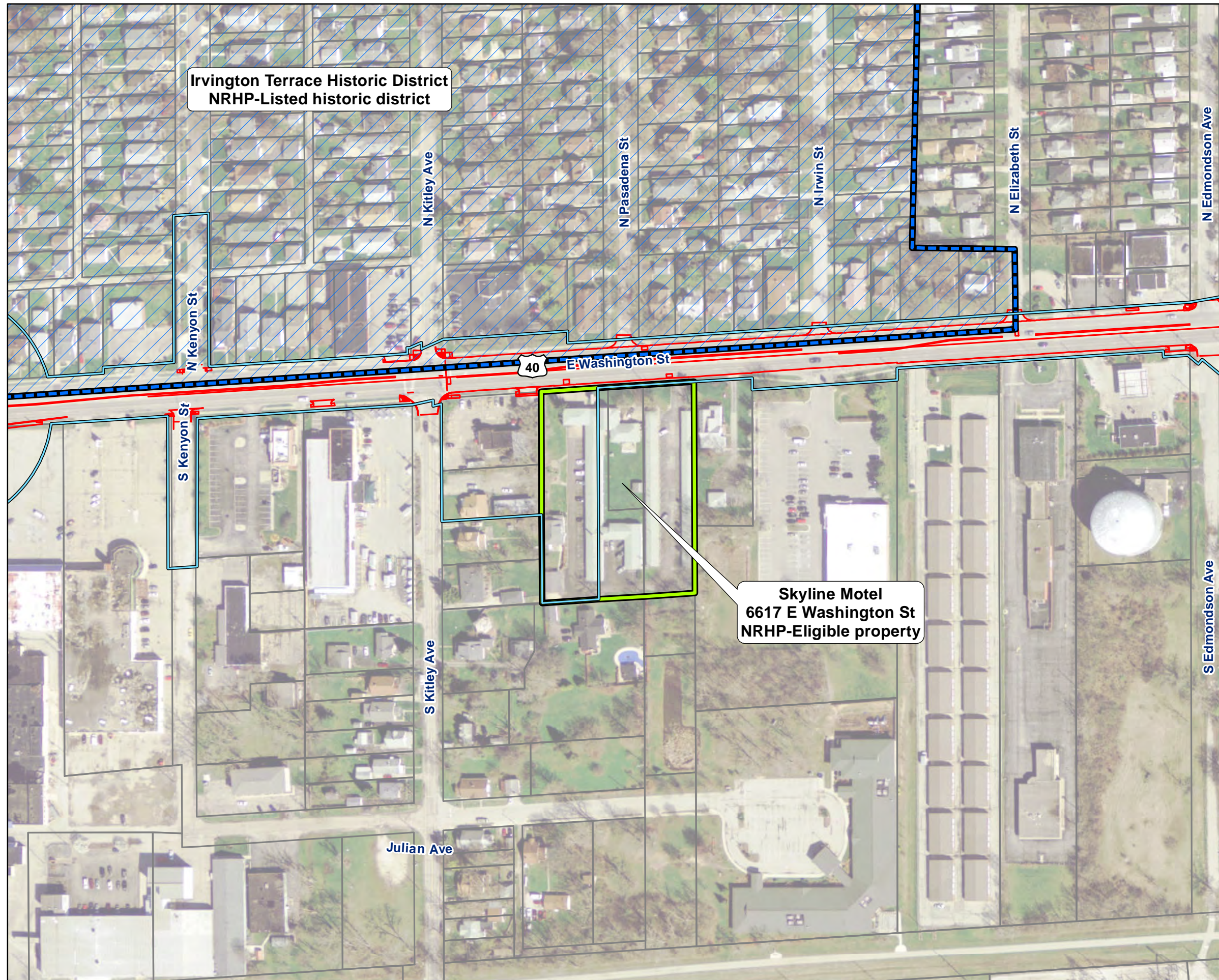
The Skyline Motel is significant under Criterion A as a locally significant, and now rare, motorist motel on US 40. Motel, short for “motor hotel,” is a type of roadside commercial resource specifically oriented toward automobile travel, whereby a highway traveler could park their vehicle directly outside of the door to their room. The Skyline Motel specifically dates to the post-World War II boom in automobile travel.

4.27.2 ASSESSMENT OF EFFECTS

Figure 4-27 provides an overview of the project near the Skyline Motel. Implementation of the Blue Line BRT project would include the operation of BRT vehicles along E. Washington Street north of this building. The BRT would operate within the existing right-of-way of E. Washington Street immediately north of the structure’s north property boundary. Along E. Washington Street, the BRT would operate in dedicated center-running lanes. The nearest BRT station is located at the intersection of Washington Street and Ridgeview Drive (Ridgeview Drive Station). This station will be a center-running, double-sided platform within the existing right-of-way of Washington Street. There will also be curb ramp and sidewalk improvements along both sides of E. Washington Street north of the building.

The Ridgeview Drive Station will be located approximately 1,200 feet west of the structure’s west parcel boundary. At this distance, the station will not be a significant component of the building’s viewshed or setting.

No physical impacts to the Skyline Motel would occur. The BRT stations and construction activity would occur outside of the structure’s parcel boundary and the legal parcel. There will be some construction activity in the improvements of the curb ramps and sidewalks located directly north of the building; however, this work is anticipated to remain within previously existing pavement. Furthermore, the existing curbs and sidewalks are concrete. Therefore, the project would have no effect to the motel’s integrity of location, design, materials, and workmanship.



- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Listed historic district
- Parcel
- Proposed stations, sidewalks, and curb improvements

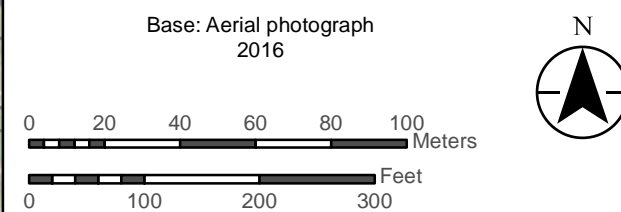


Figure 4-27
Skyline Motel.

Project implementation would not alter the Skyline Motel's integrity of setting in an important way. The configuration of the existing travel lanes would be altered to accommodate BRT operations through dedicated lanes; these operational and physical project elements would be visible from portions of the motel property. However, these alterations would occur within the existing right-of-way and traffic and would not alter any historically significant viewsheds to or from the structure. No historically significant views to, from, or within the property boundaries of the motel would be obscured or altered by any project facility; no visual impacts to the structure were identified. Therefore, project implementation of the Blue Line BRT would have no adverse effect to the motel's integrity of setting.

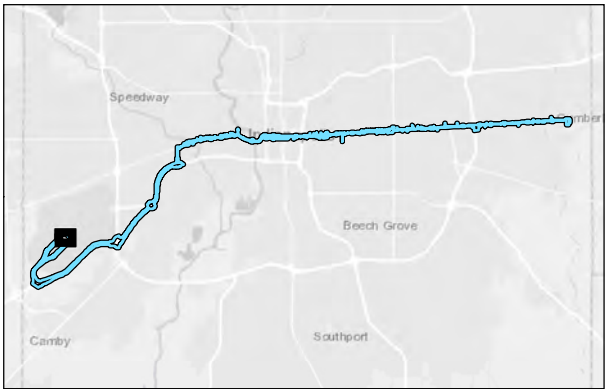
Furthermore, no project activity would alter the structure's feeling as an important structure related to the history of automobile travel in Indianapolis. Therefore, project implementation would have no effect on the Skyline Motel's integrity of feeling or association.

Based on this evaluation, the Blue Line BRT project would have no adverse effect on the Skyline Motel.

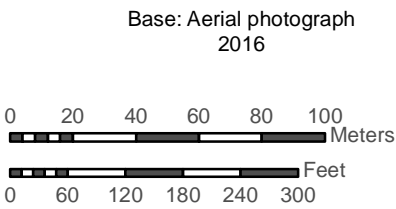


Photograph 4-29. Looking southeast to the north-facing facade from Washington Street.

APPENDIX A: ABOVE-GROUND PROPERTY APE FIGURE



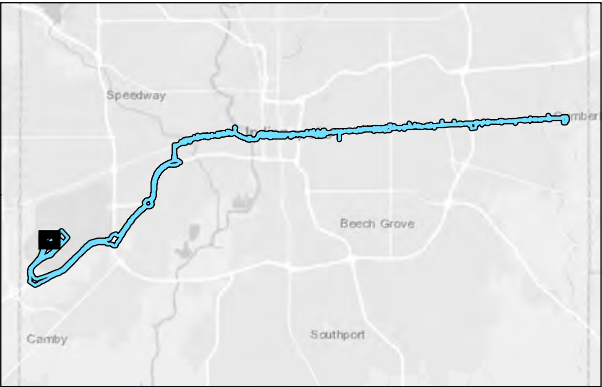
 Above-Ground APE Boundary



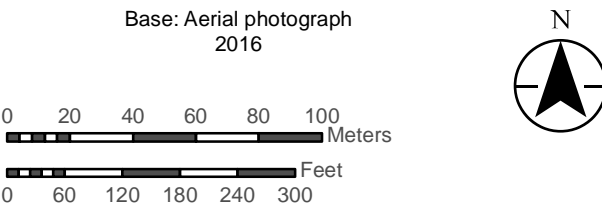
Appendix A

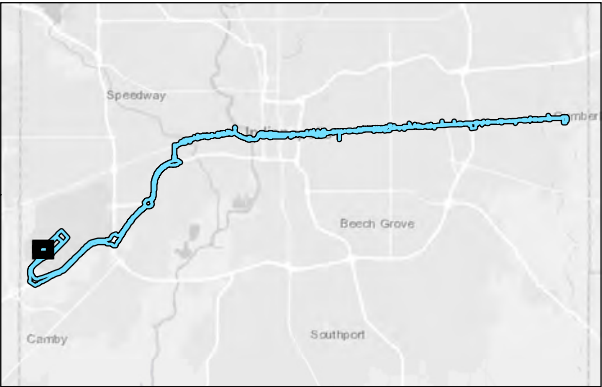
Sheet 1 of 64


Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

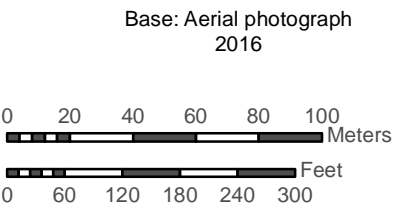


 Above-Ground APE Boundary





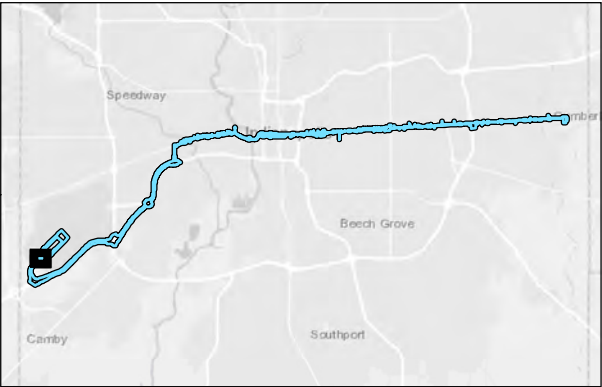
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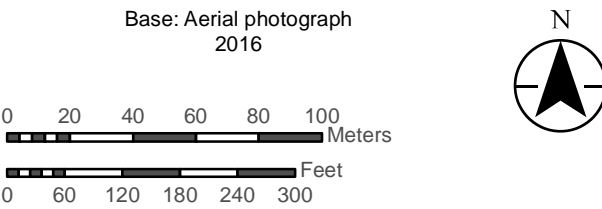
Appendix A

Sheet 3 of 64

Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

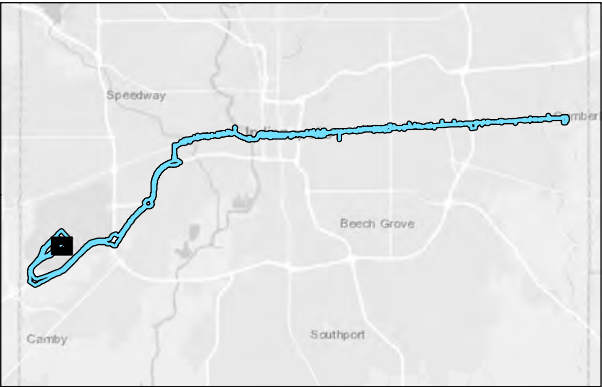
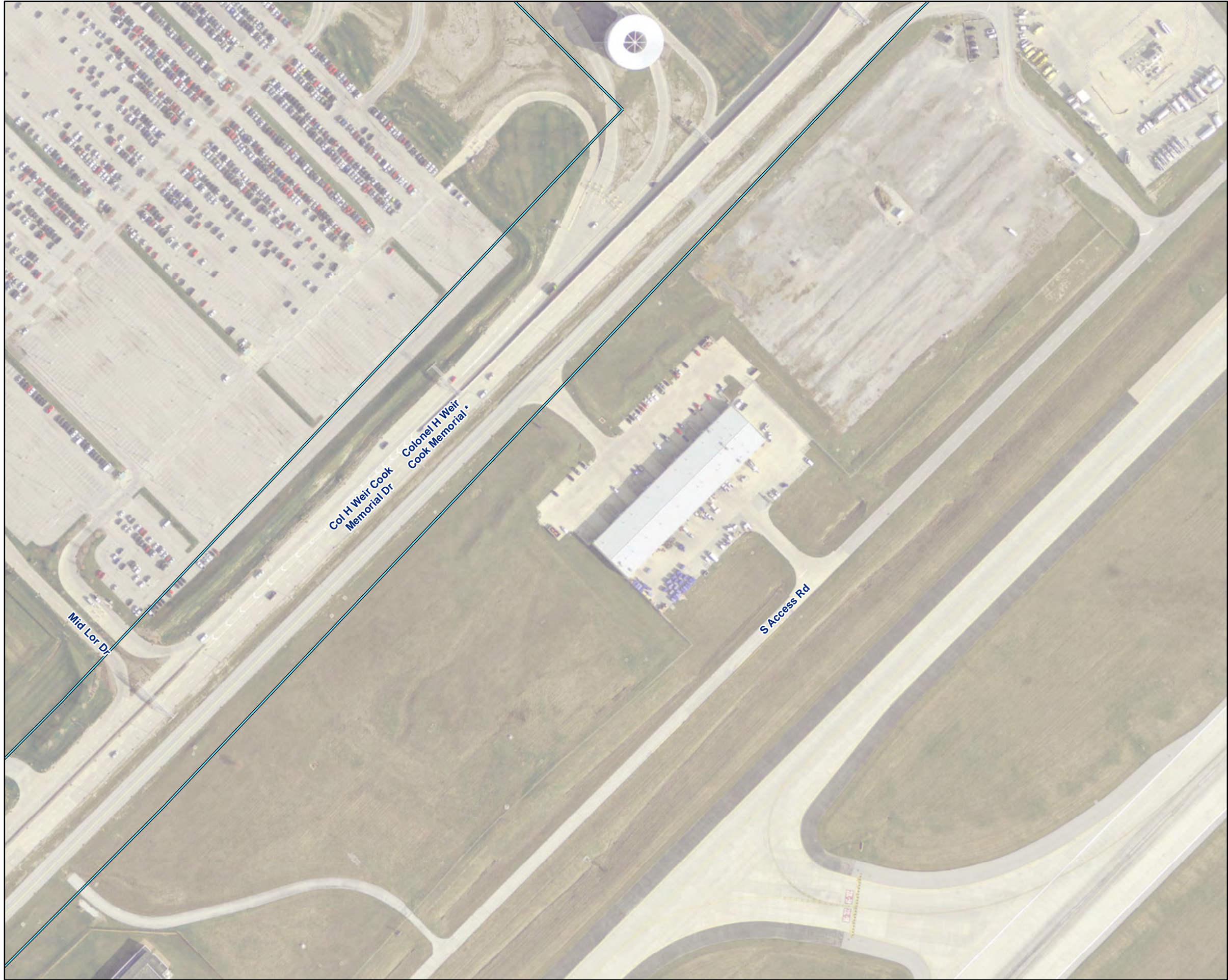



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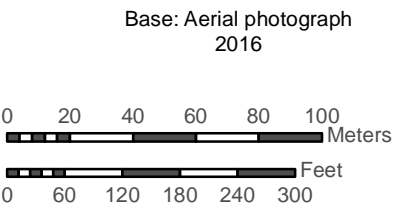


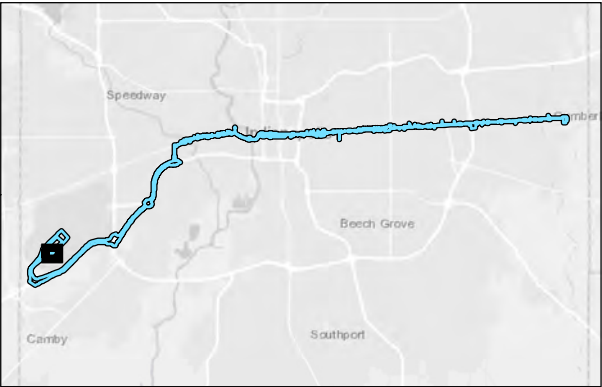
Appendix A **Sheet 4 of 64**


Overview of the Blue Line Project Area, Ape,
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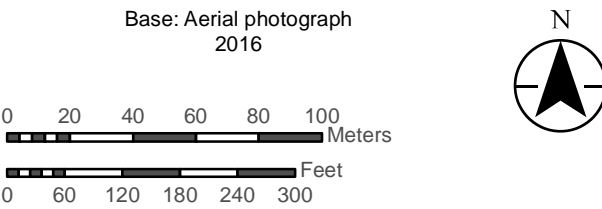


 Above-Ground APE Boundary



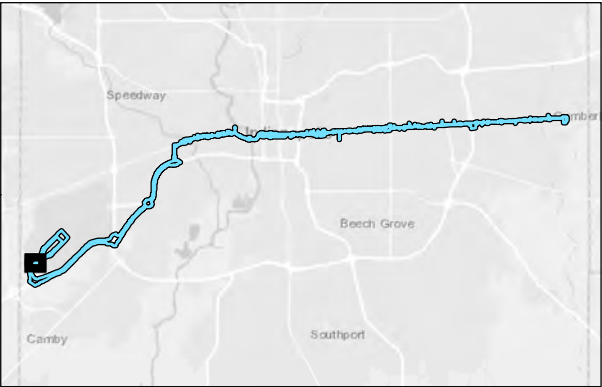



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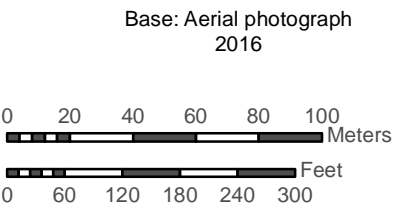


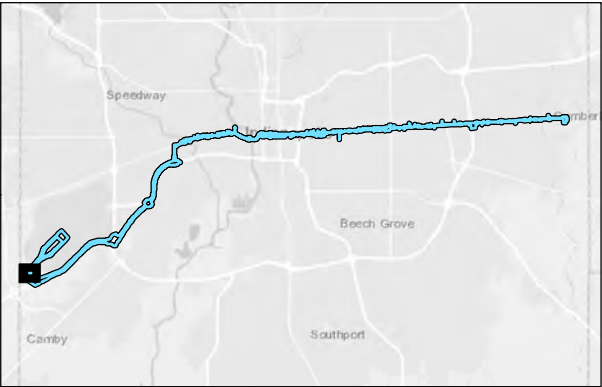
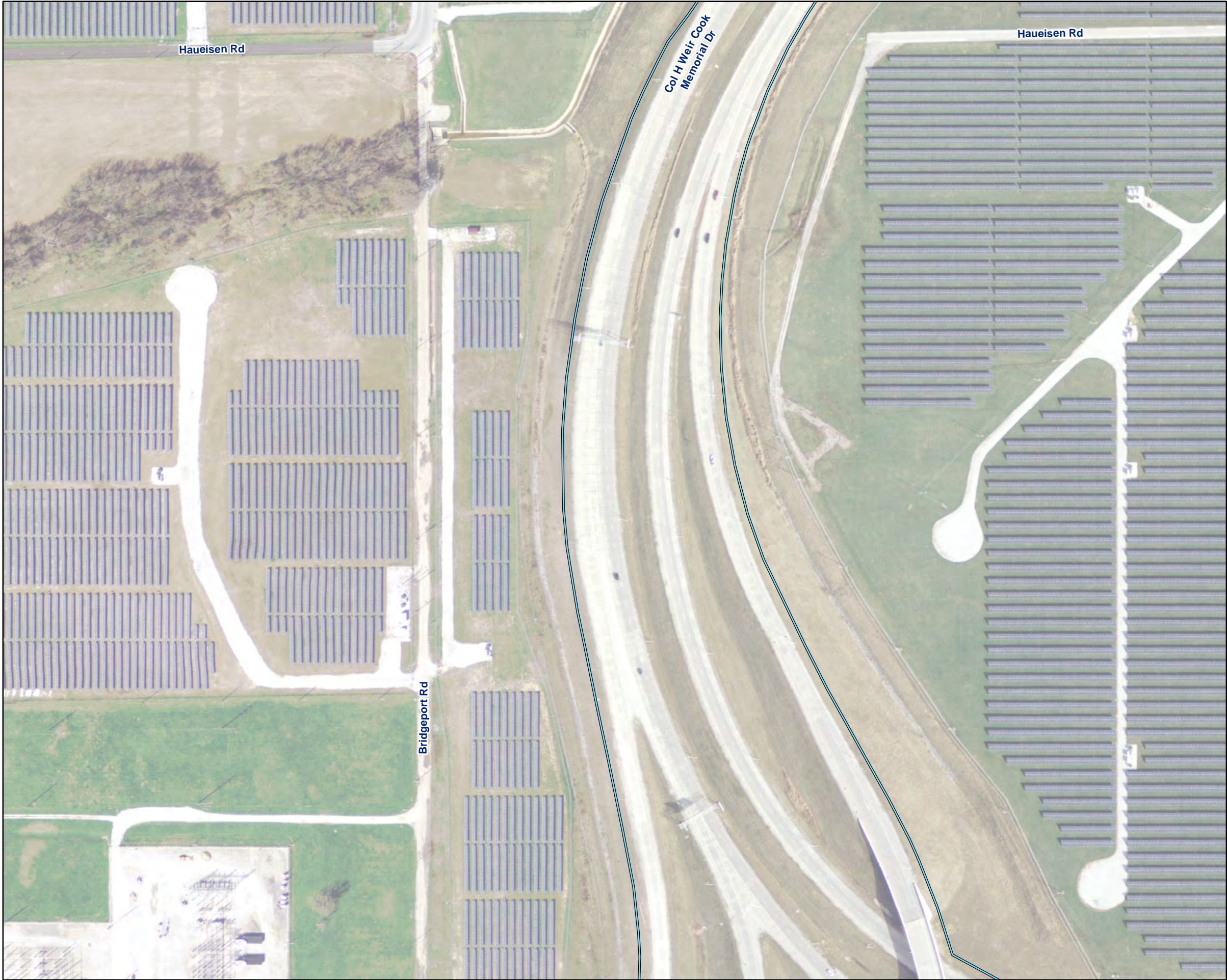
Appendix A **Sheet 6 of 64**


Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

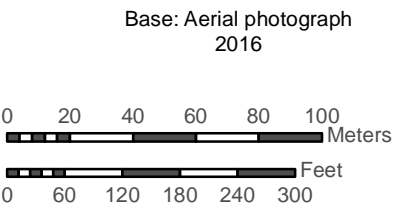


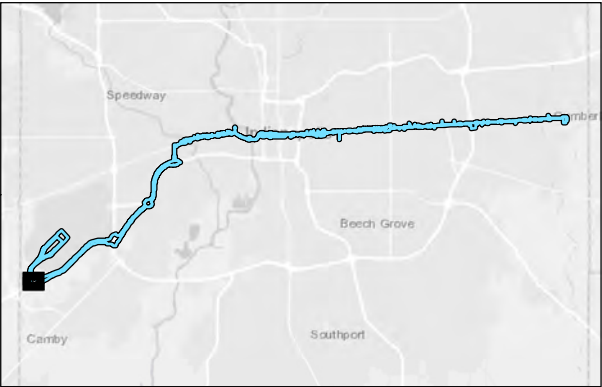
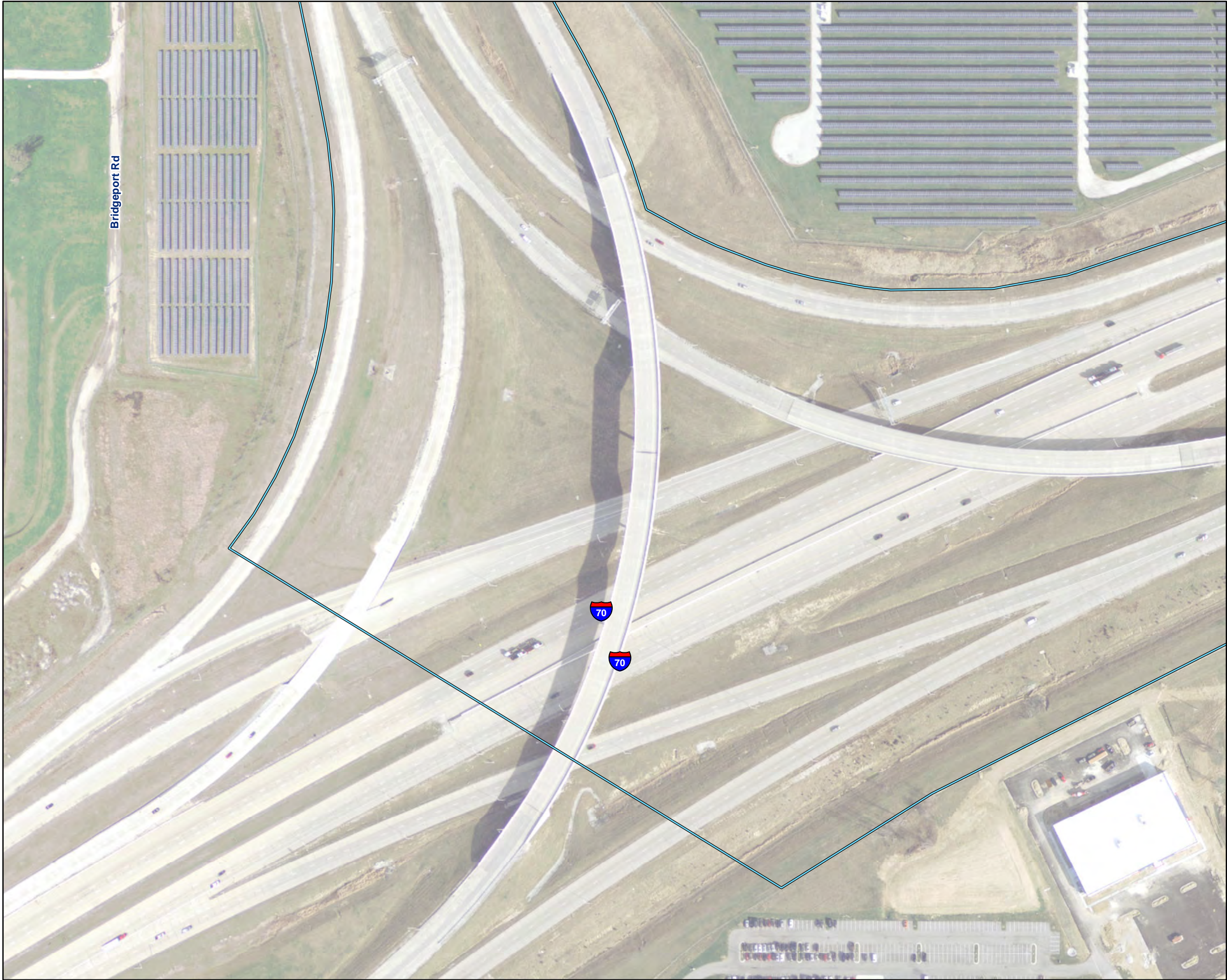
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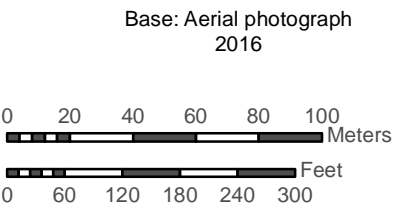


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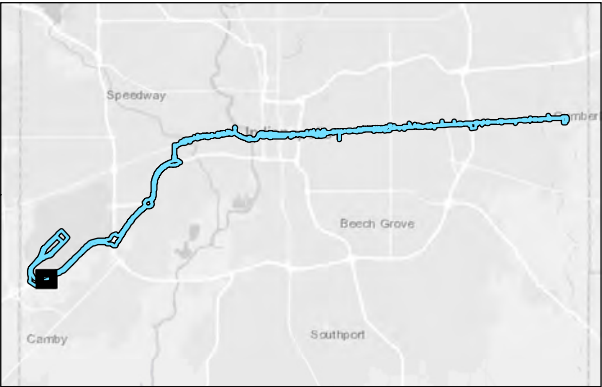
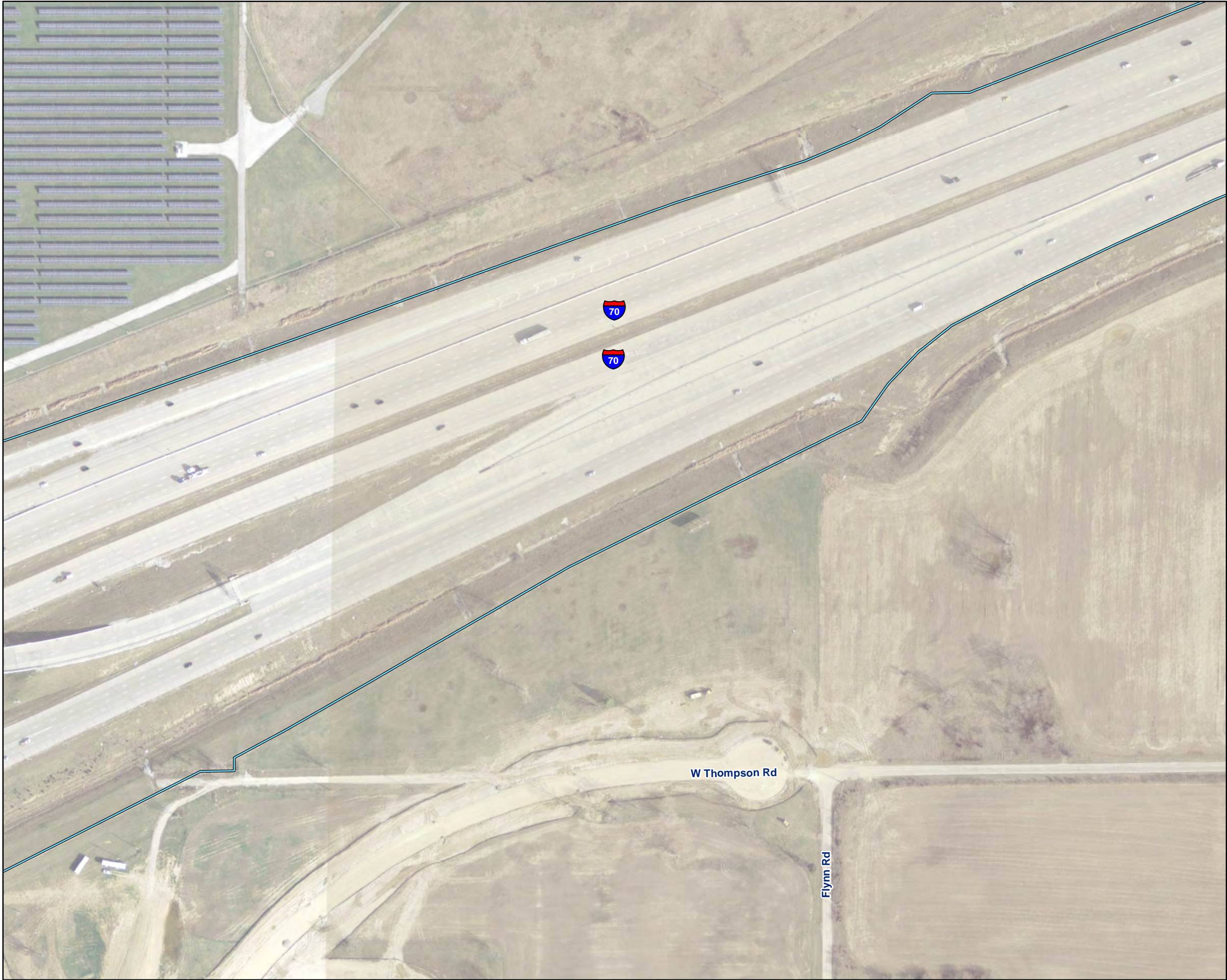



 Above-Ground APE Boundary

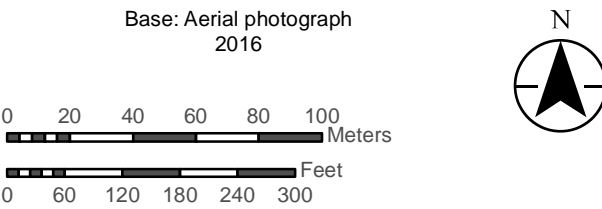


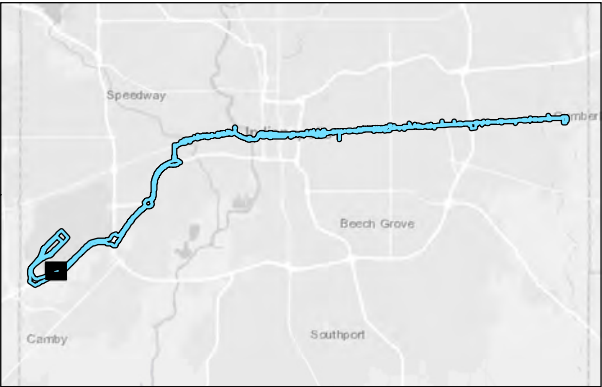
Appendix A **Sheet 9 of 64**


Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

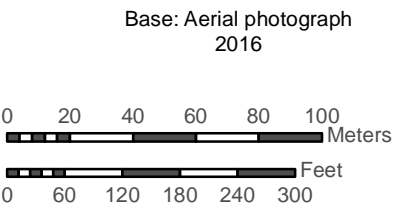


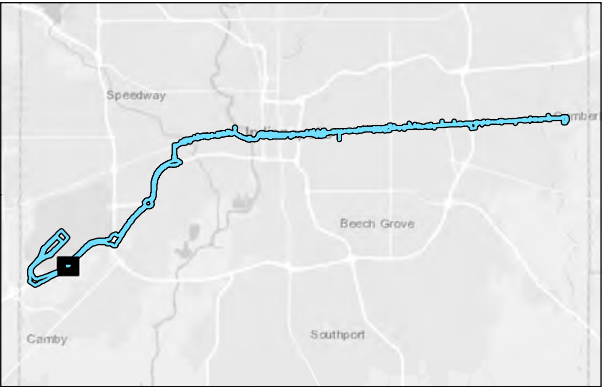
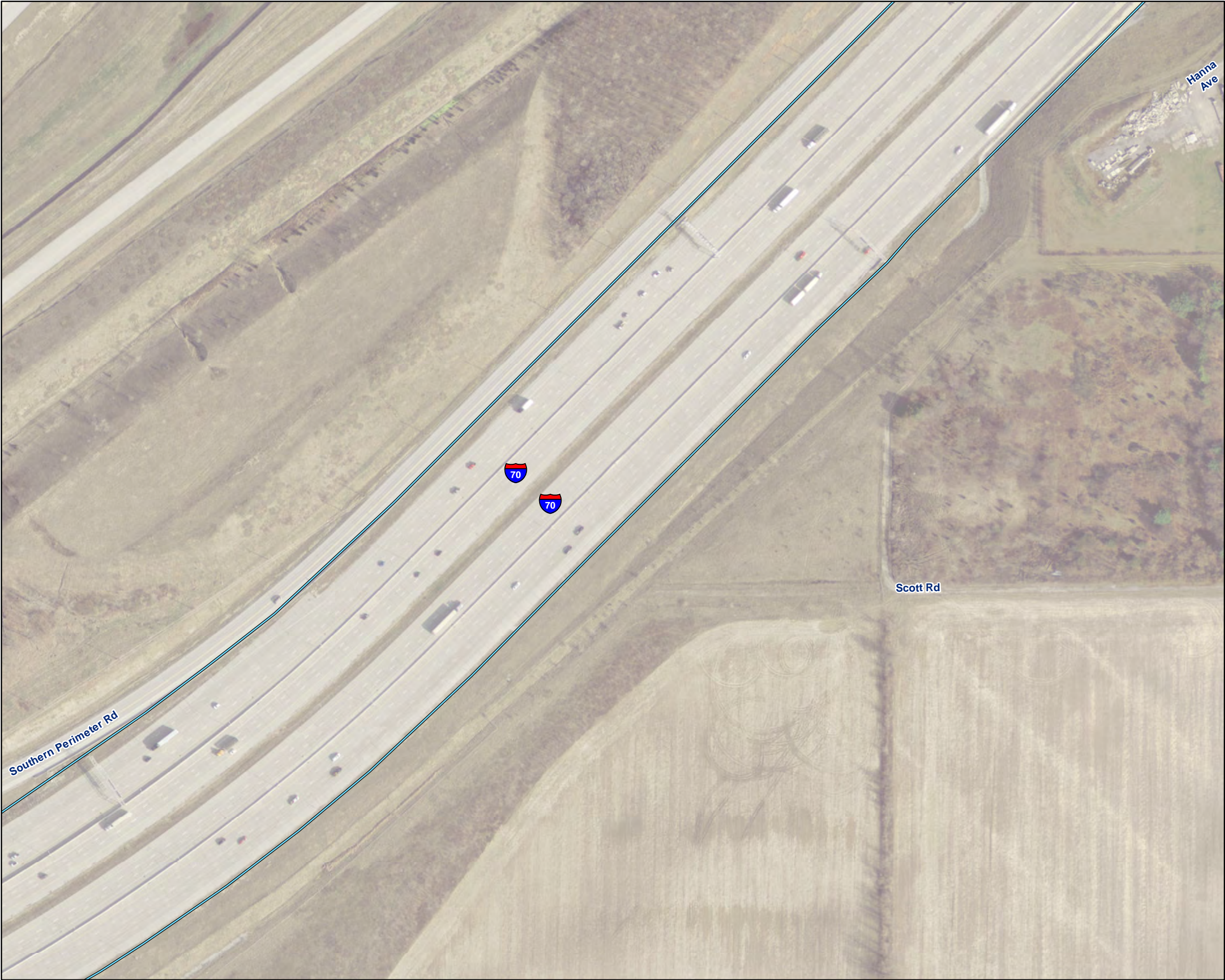
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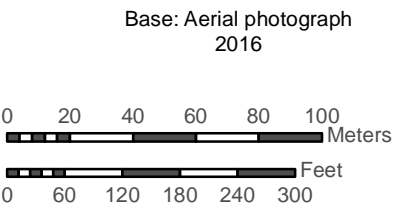


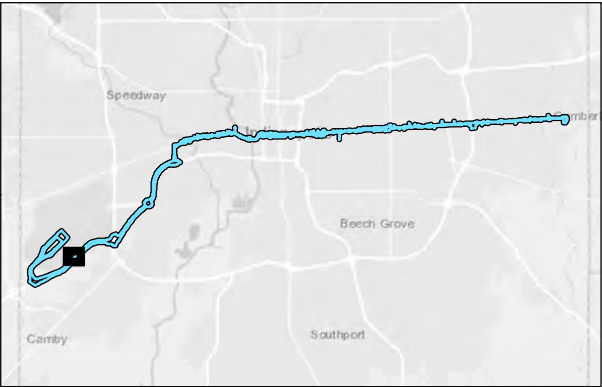
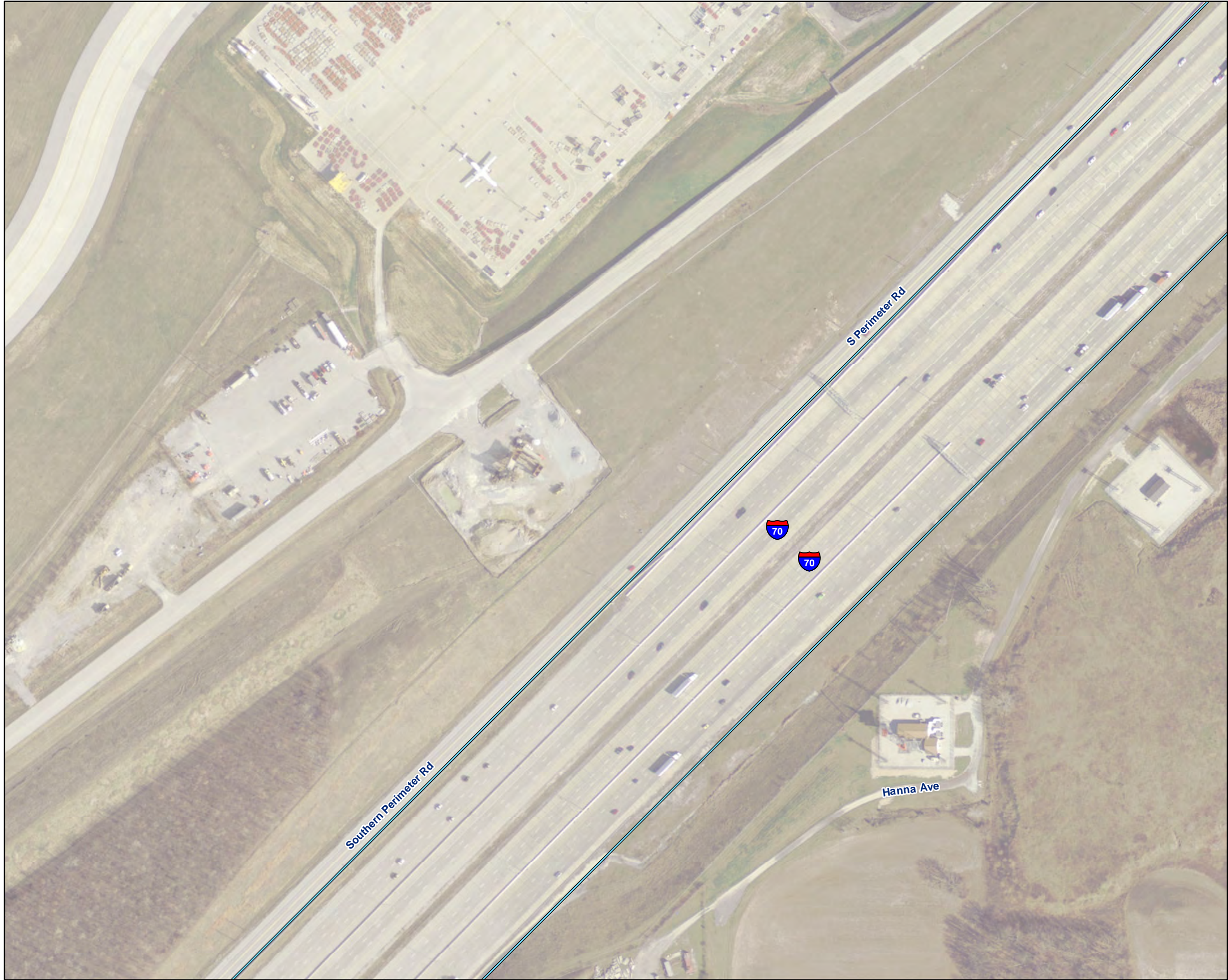
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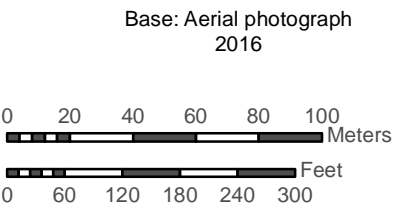


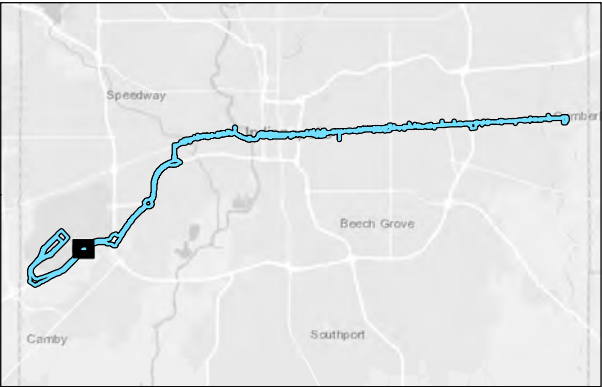
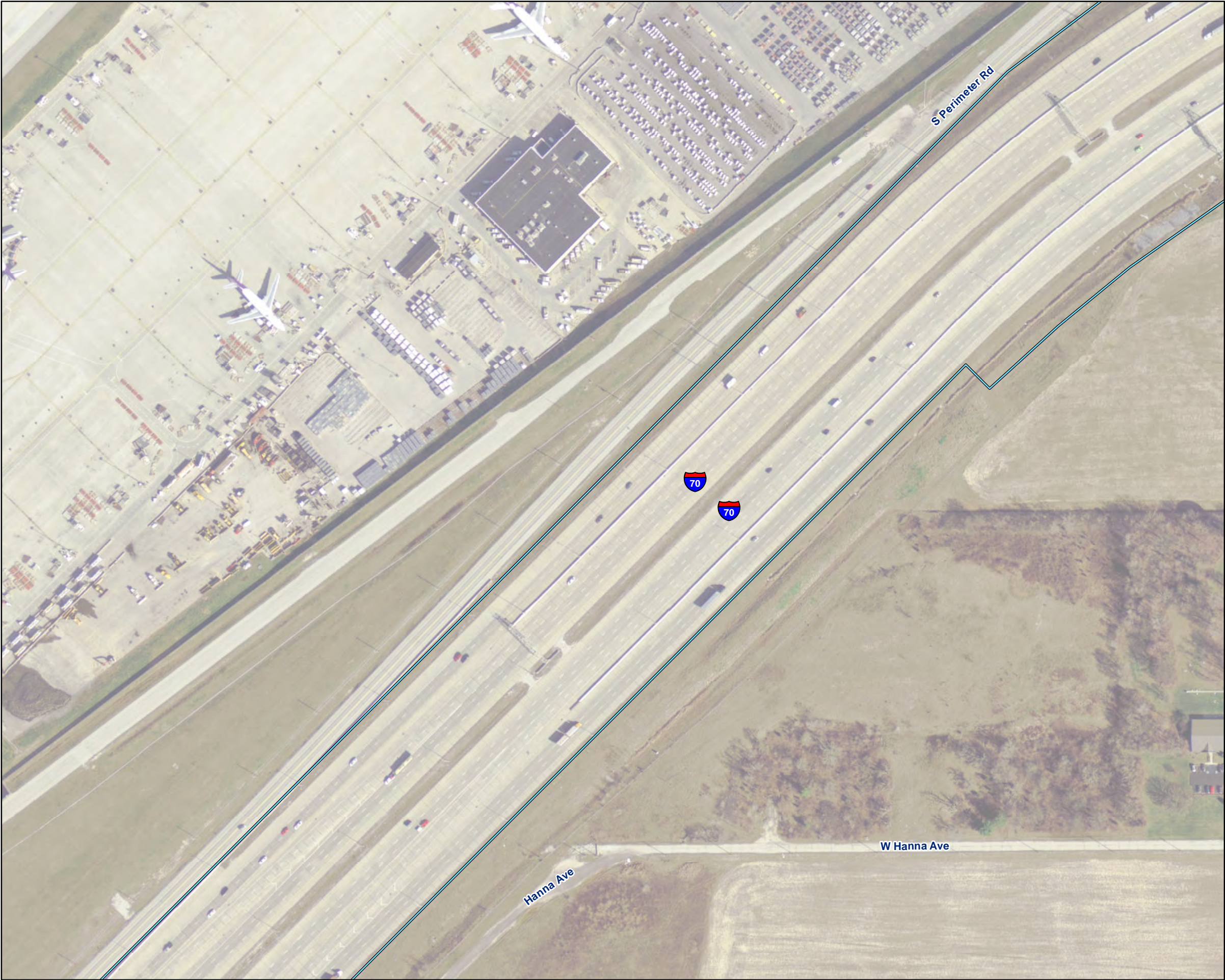
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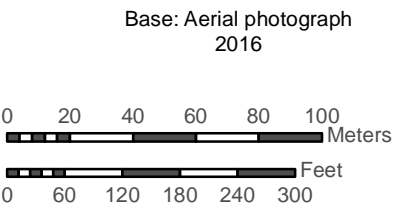


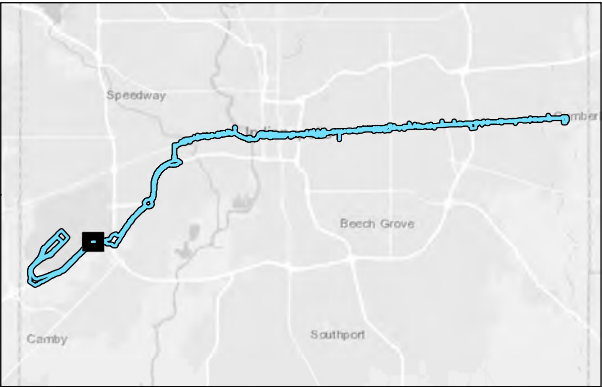
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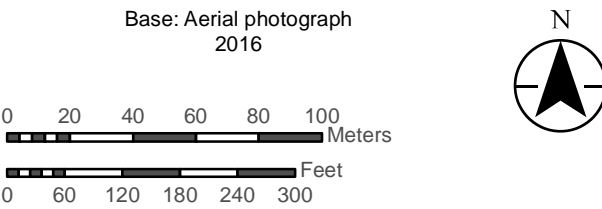


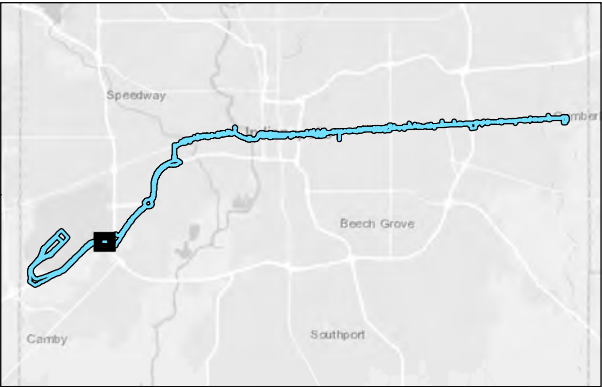
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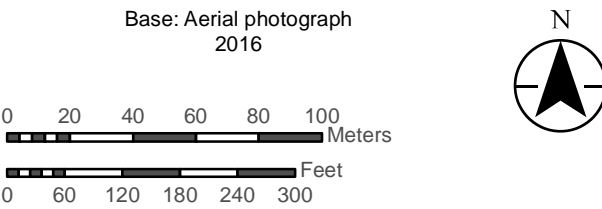


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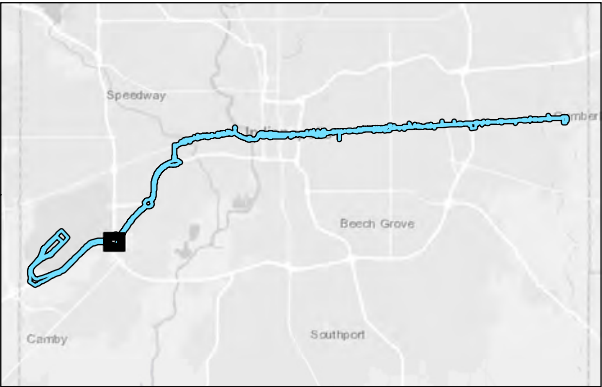



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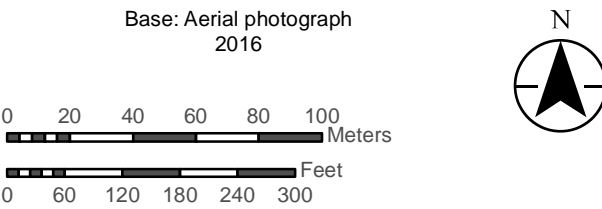


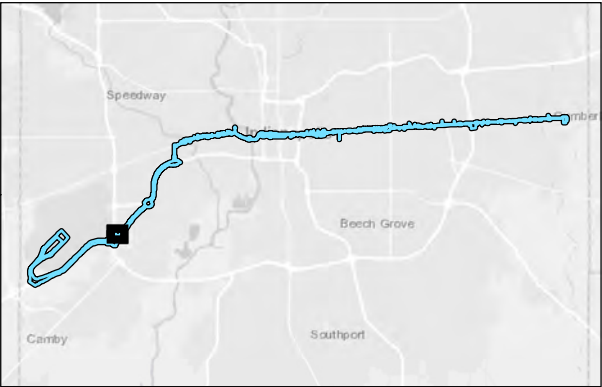
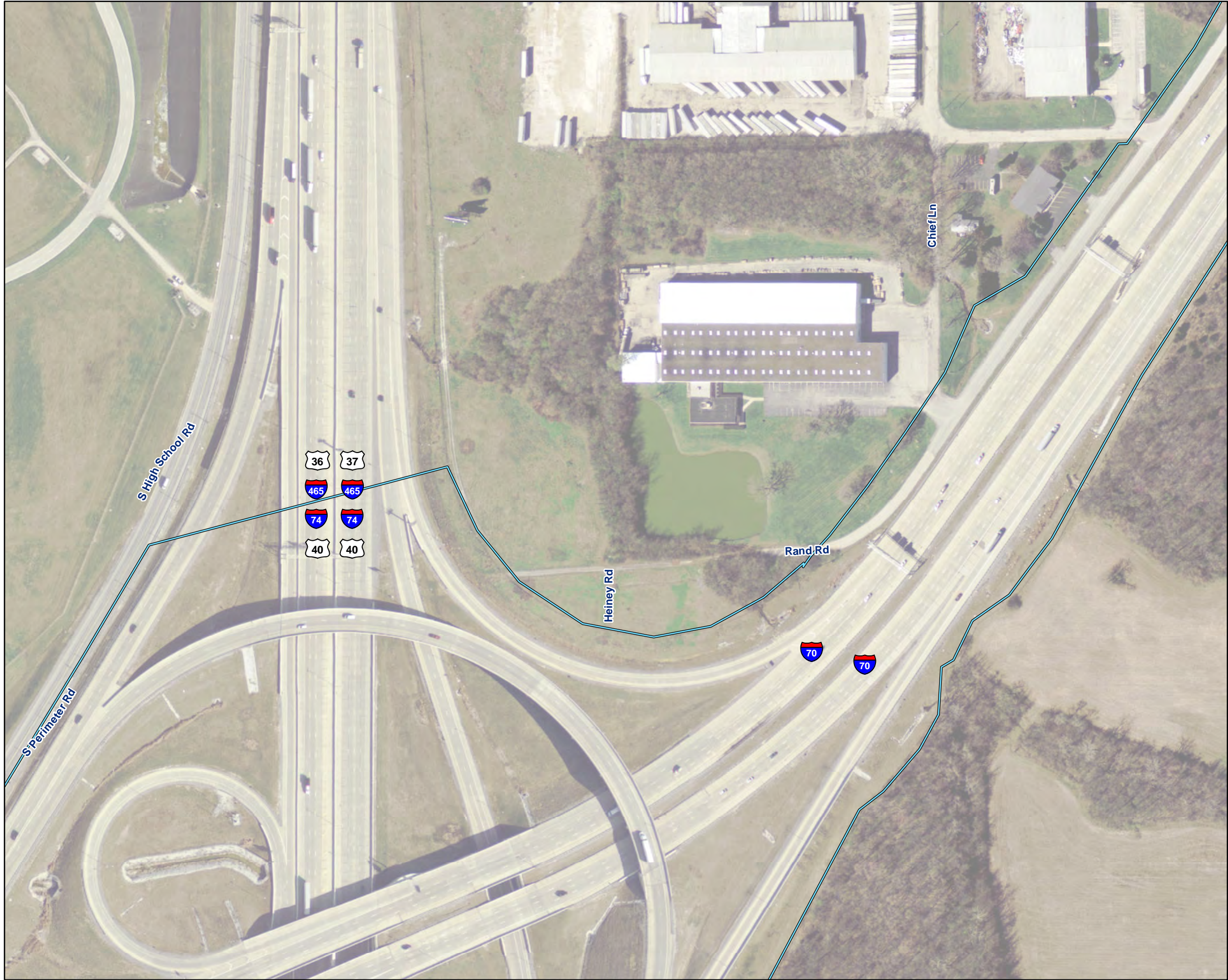
Appendix A **Sheet 16 of 64**


Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

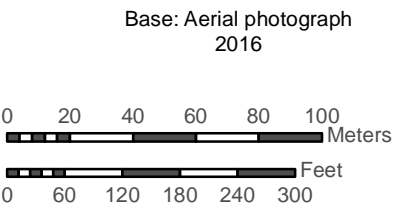


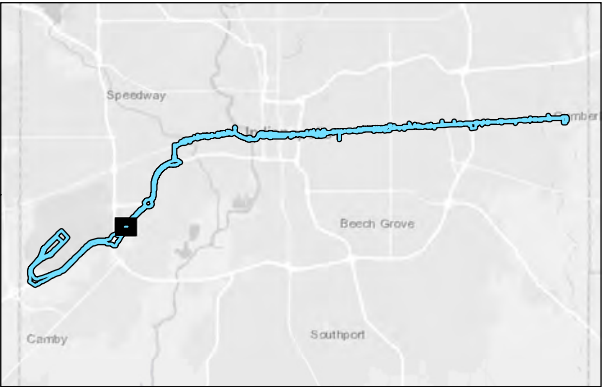
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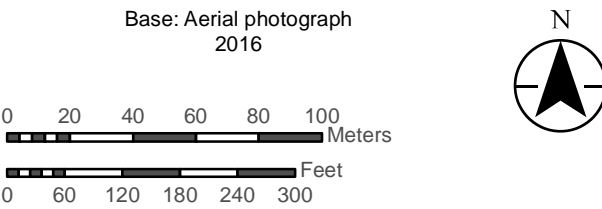


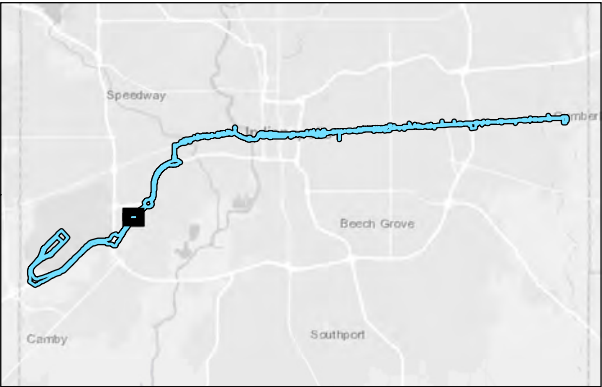
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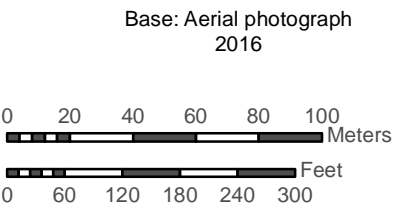


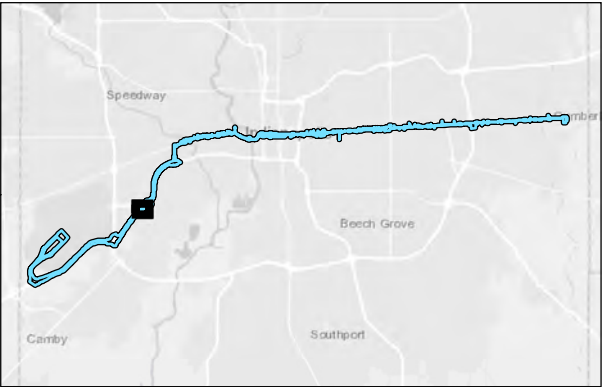
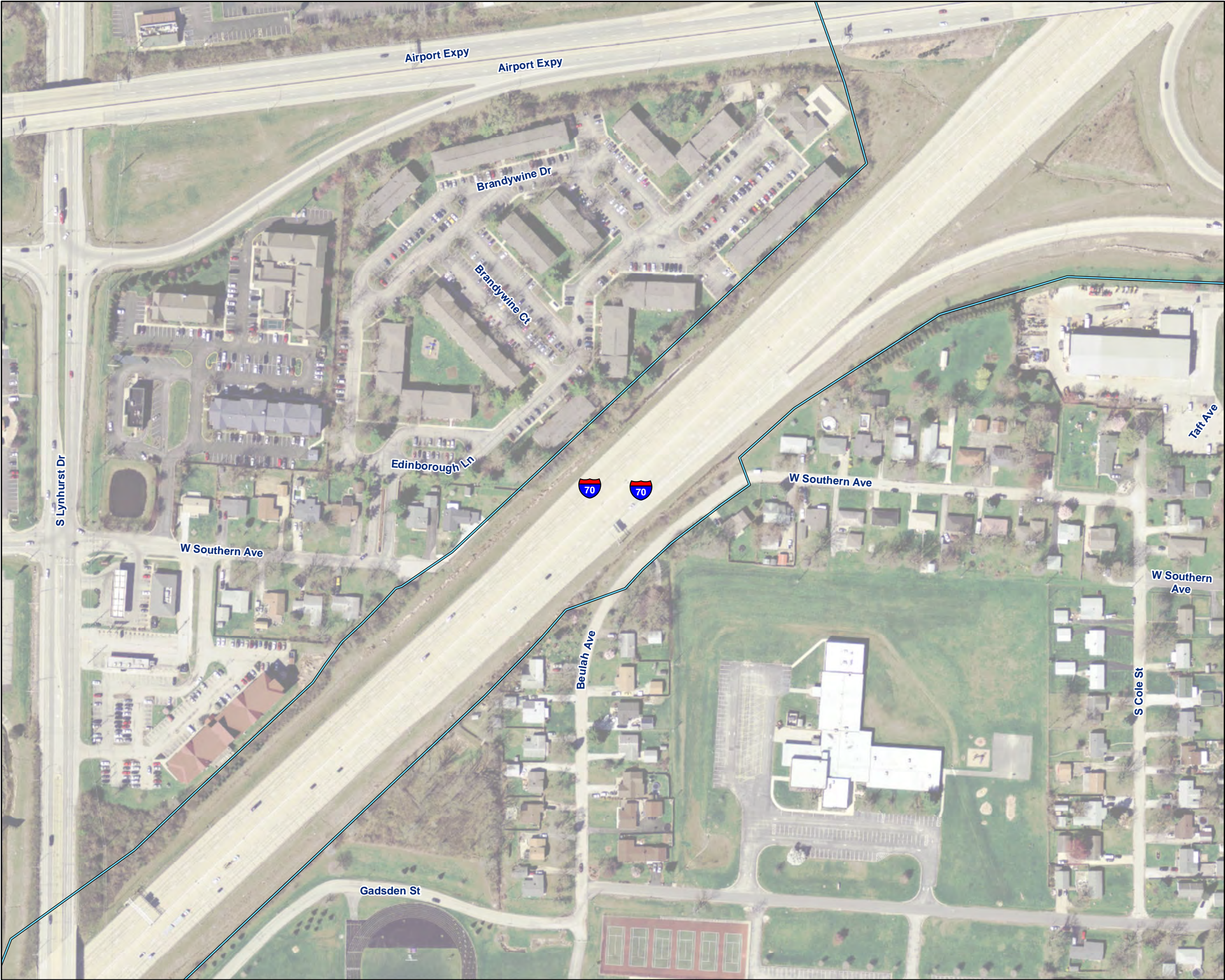
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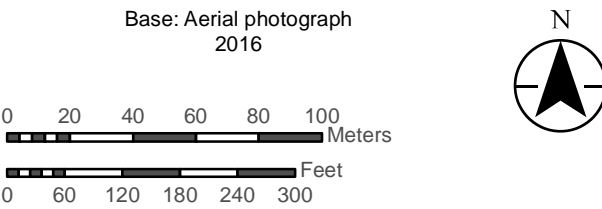


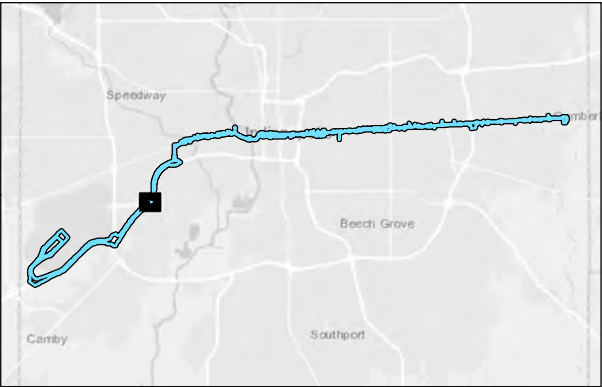
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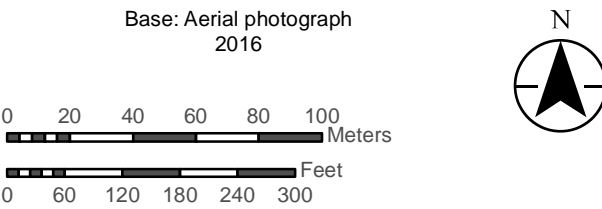


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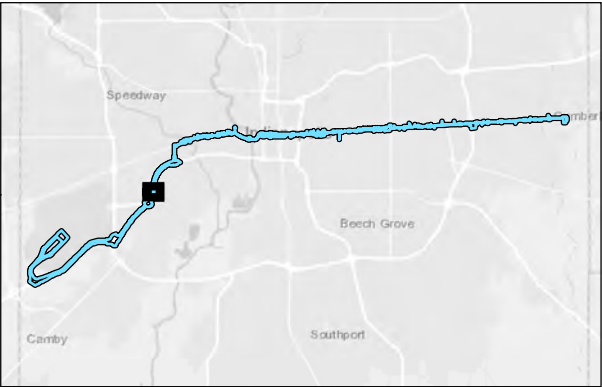



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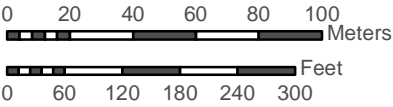
Appendix A **Sheet 22 of 64**

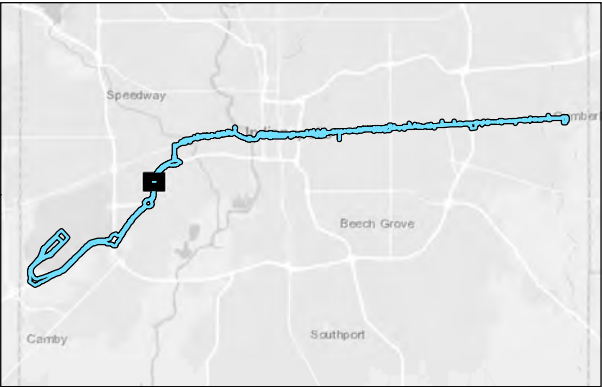
Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)




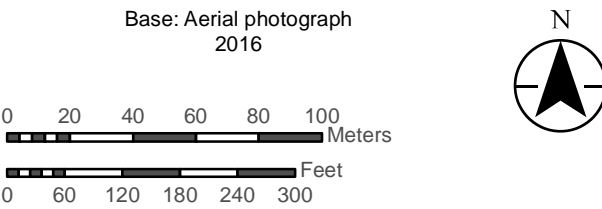
 Above-Ground APE Boundary

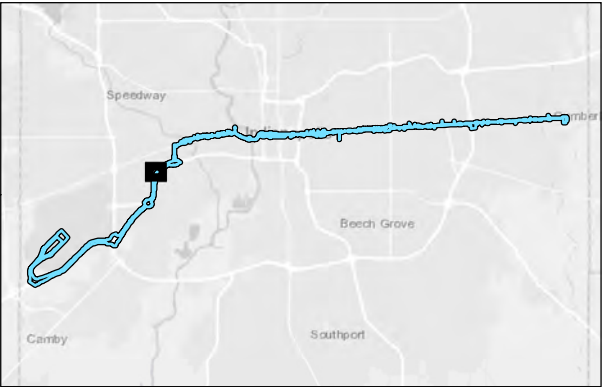
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2016




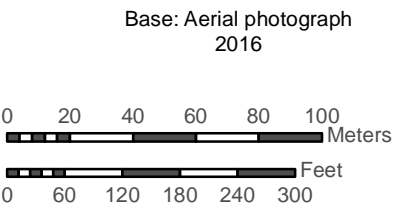


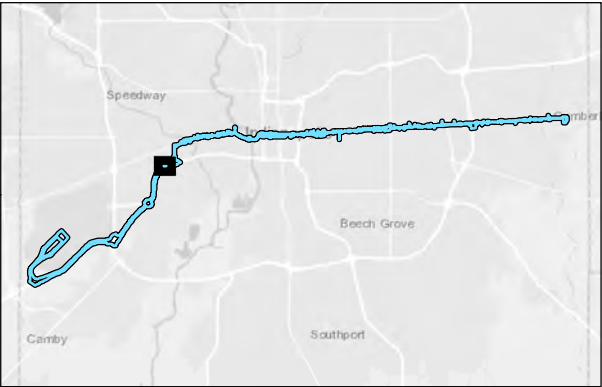
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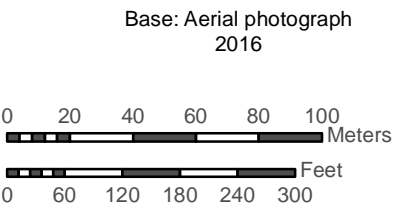


 Above-Ground APE Boundary





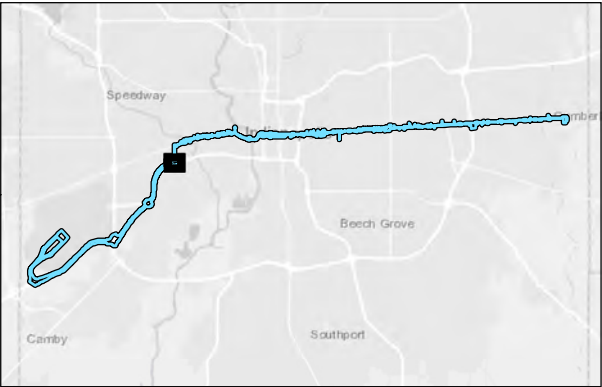
 Above-Ground APE Boundary




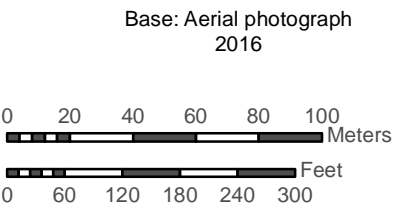
Appendix A

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Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)



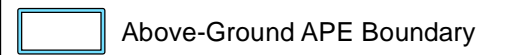
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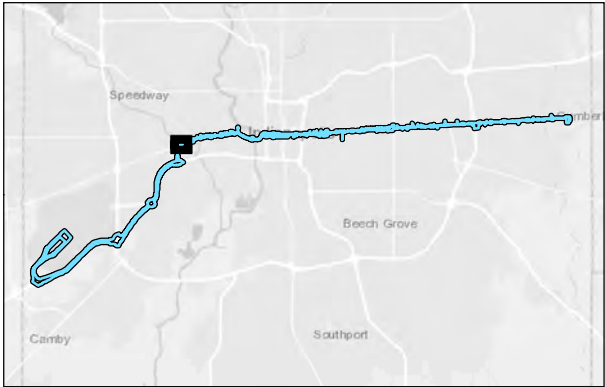
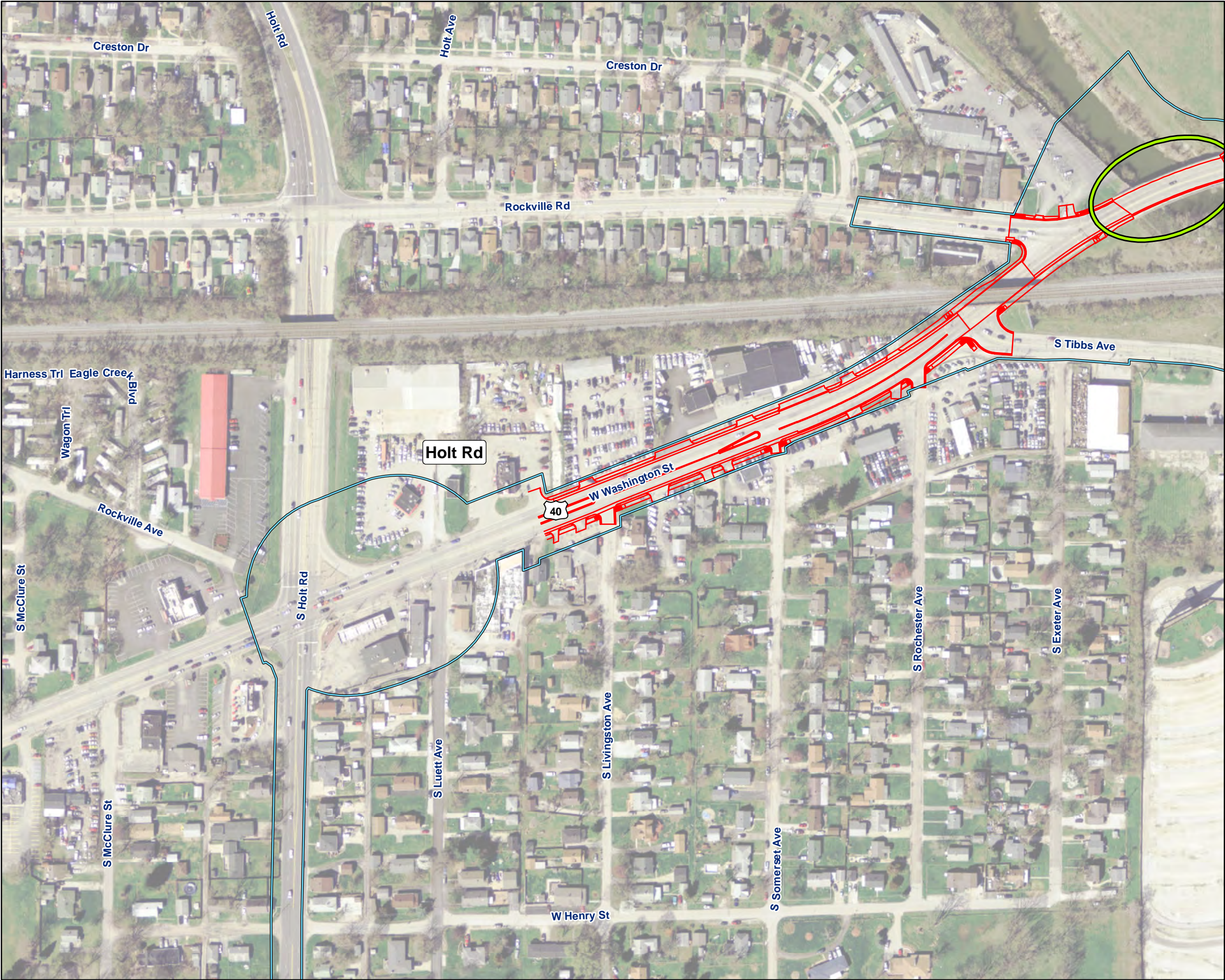
Appendix A




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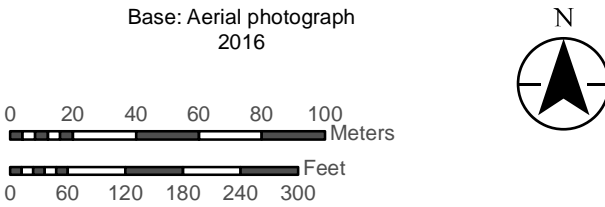
Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)



Overview of the Blue Line Project Area, Ape,
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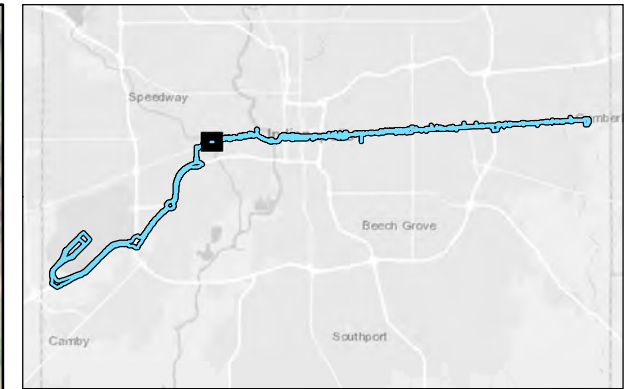
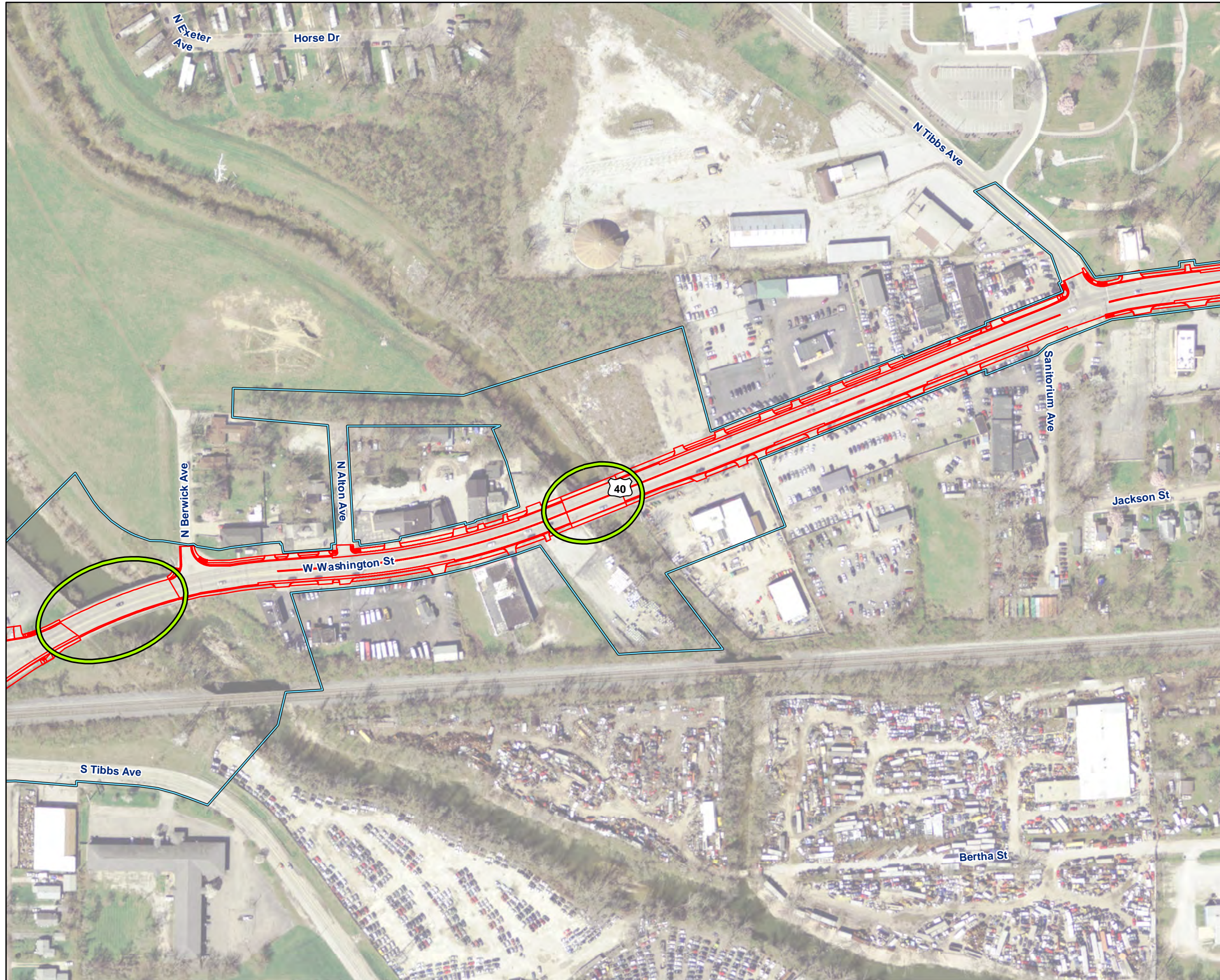





-  Above-Ground APE Boundary
-  NRHP-Eligible property
-  Proposed stations, sidewalks, and curb improvements

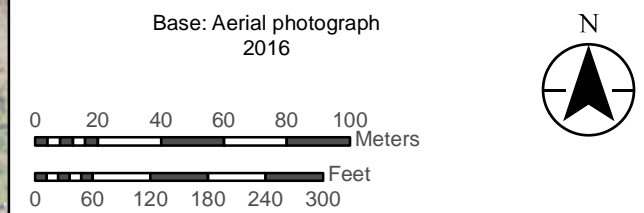


Appendix A **Sheet 29 of 64**

Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

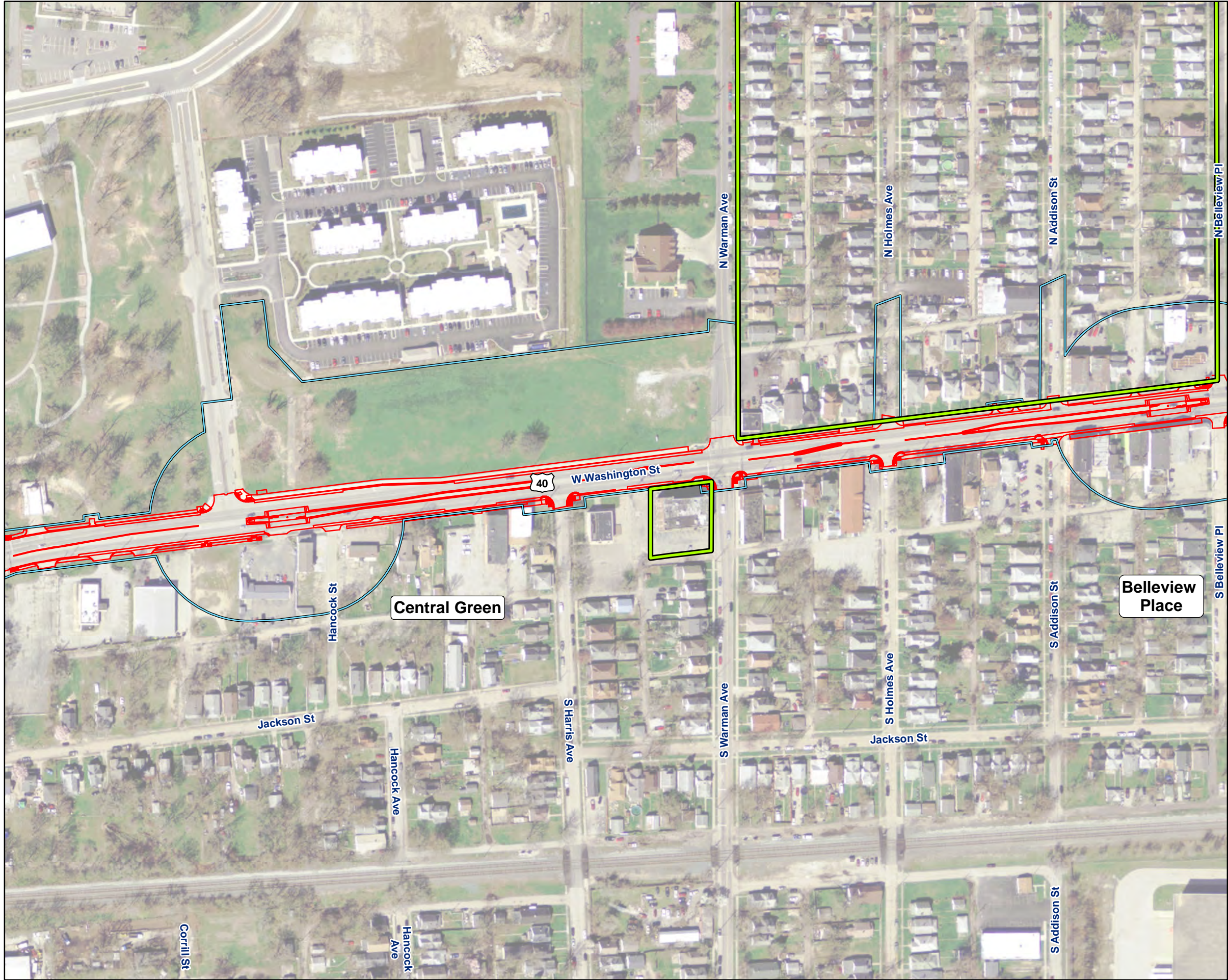





-  Above-Ground APE Boundary
-  NRHP-Eligible property
-  Proposed stations, sidewalks, and curb improvements

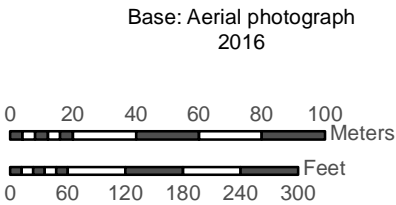


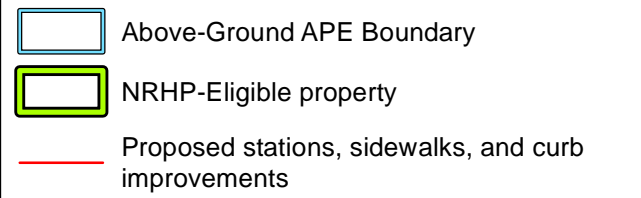
Appendix A **Sheet 30 of 64**

Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

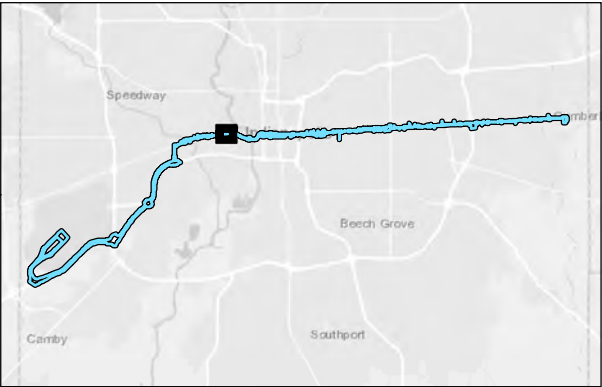
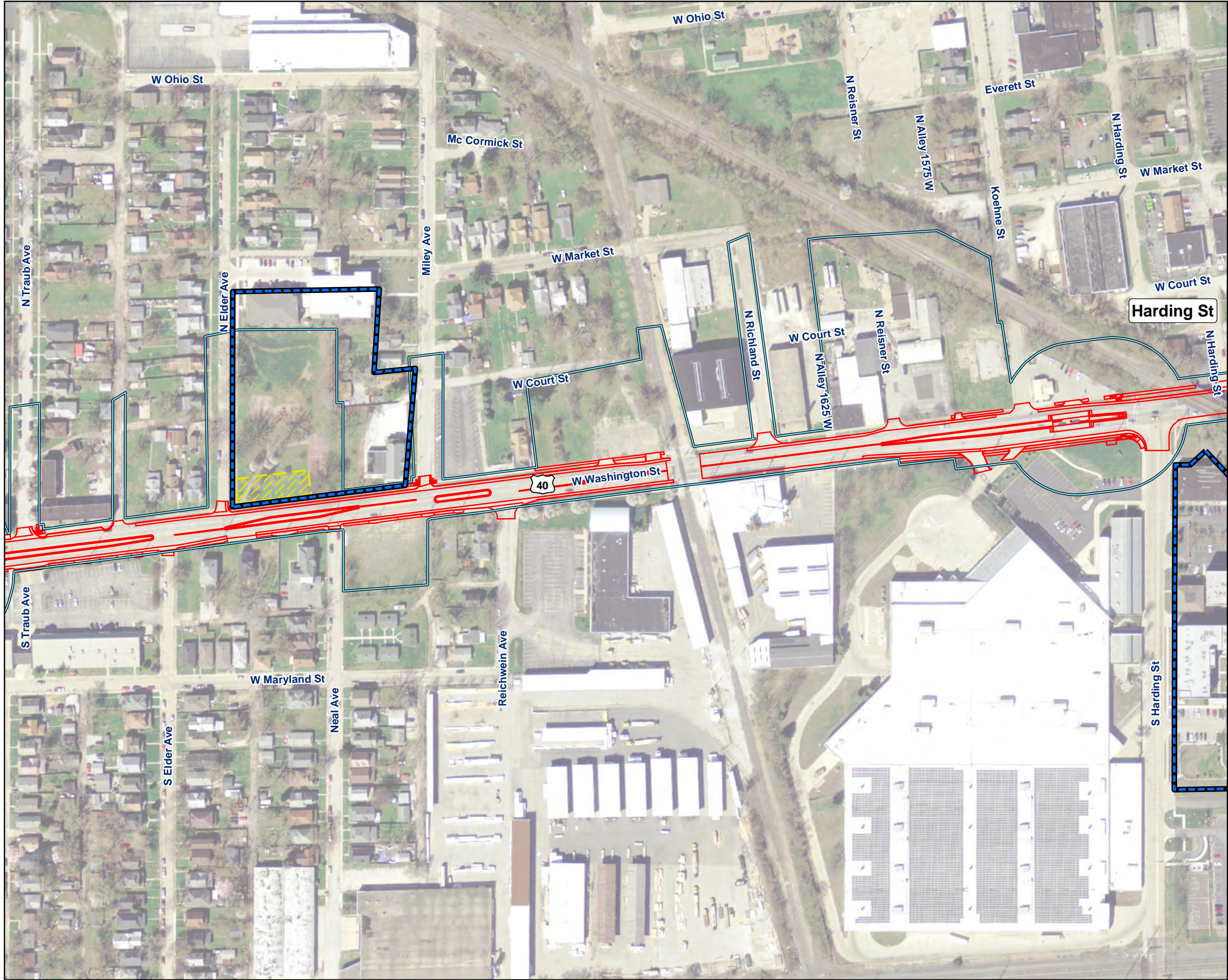






-  Above-Ground APE Boundary
-  NRHP-Eligible property
-  Proposed stations, sidewalks, and curb improvements

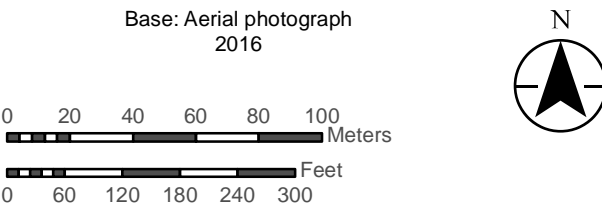




Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

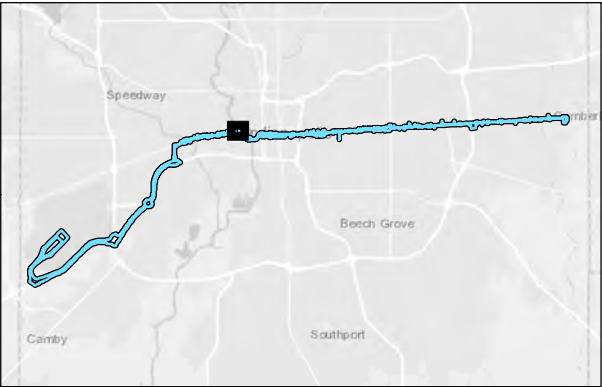
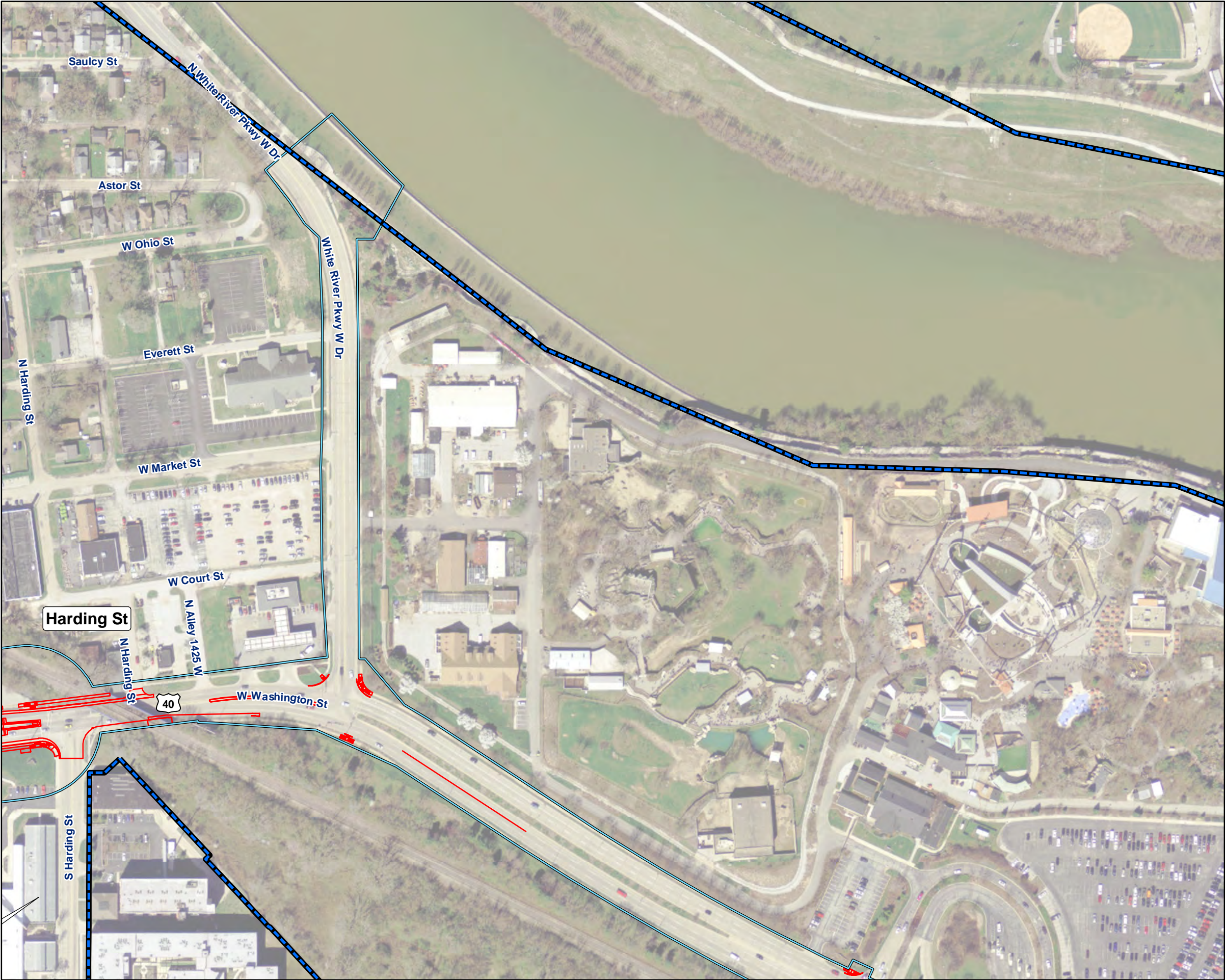


-  Above-Ground APE Boundary
-  NRHP-Listed historic district
-  Proposed stations, sidewalks, and curb improvements
-  Detention Facility

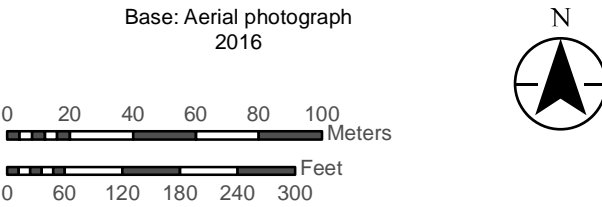


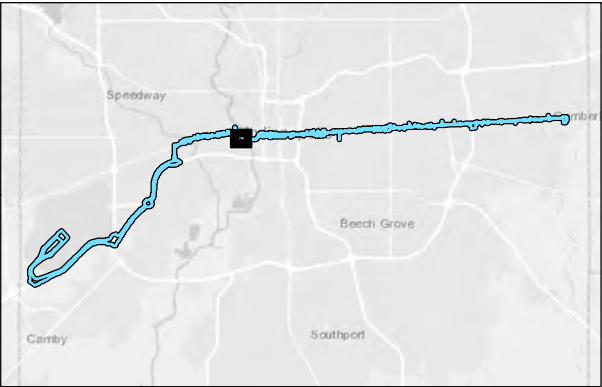
Appendix A **Sheet 33 of 64**




Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

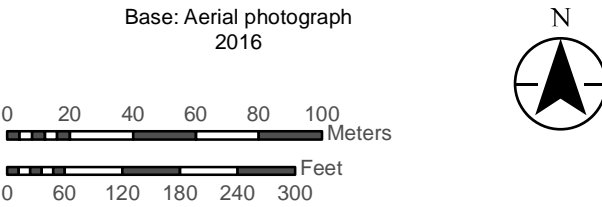


- Above-Ground APE Boundary
- NRHP-Listed historic district
- Proposed stations, sidewalks, and curb improvements



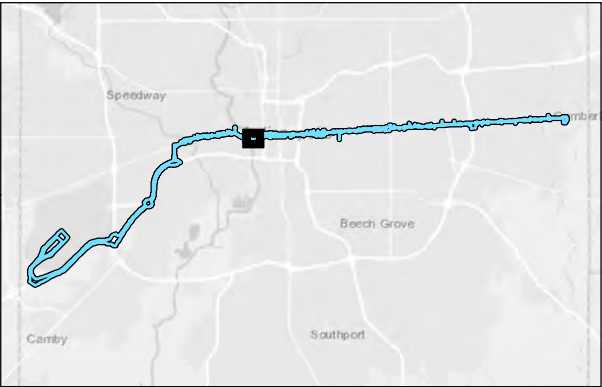
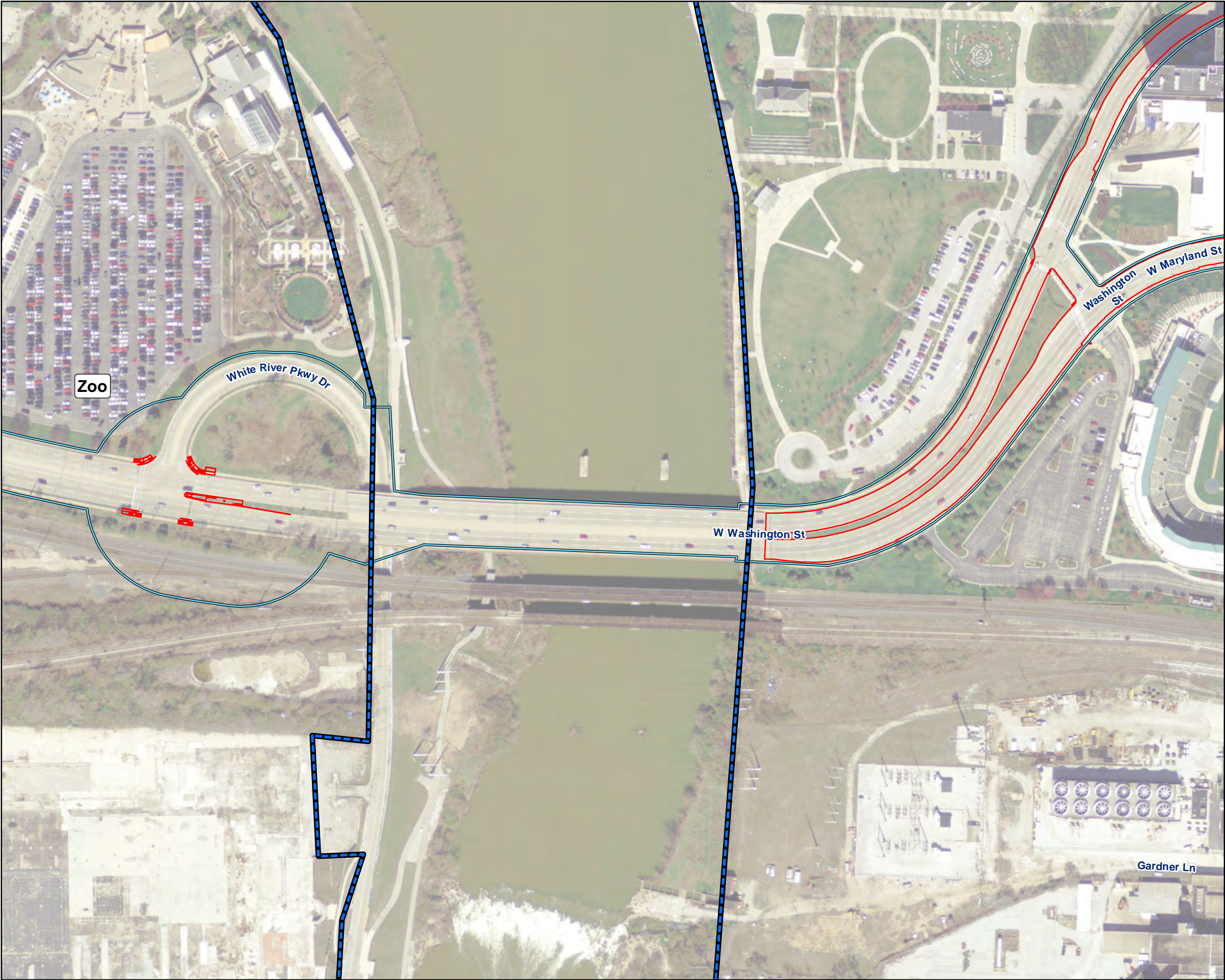





-  Above-Ground APE Boundary
-  NRHP-Listed historic district
-  Proposed stations, sidewalks, and curb improvements

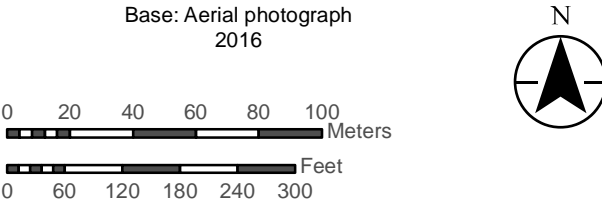


Appendix A **Sheet 35 of 64**

Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

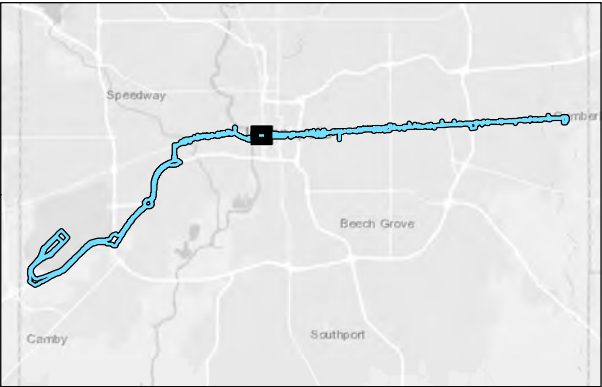




-  Above-Ground APE Boundary
-  NRHP-Listed historic district
-  Proposed stations, sidewalks, and curb improvements

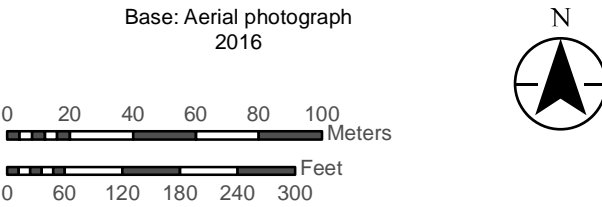


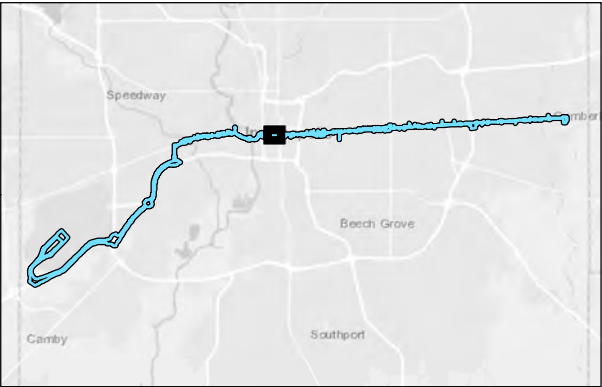
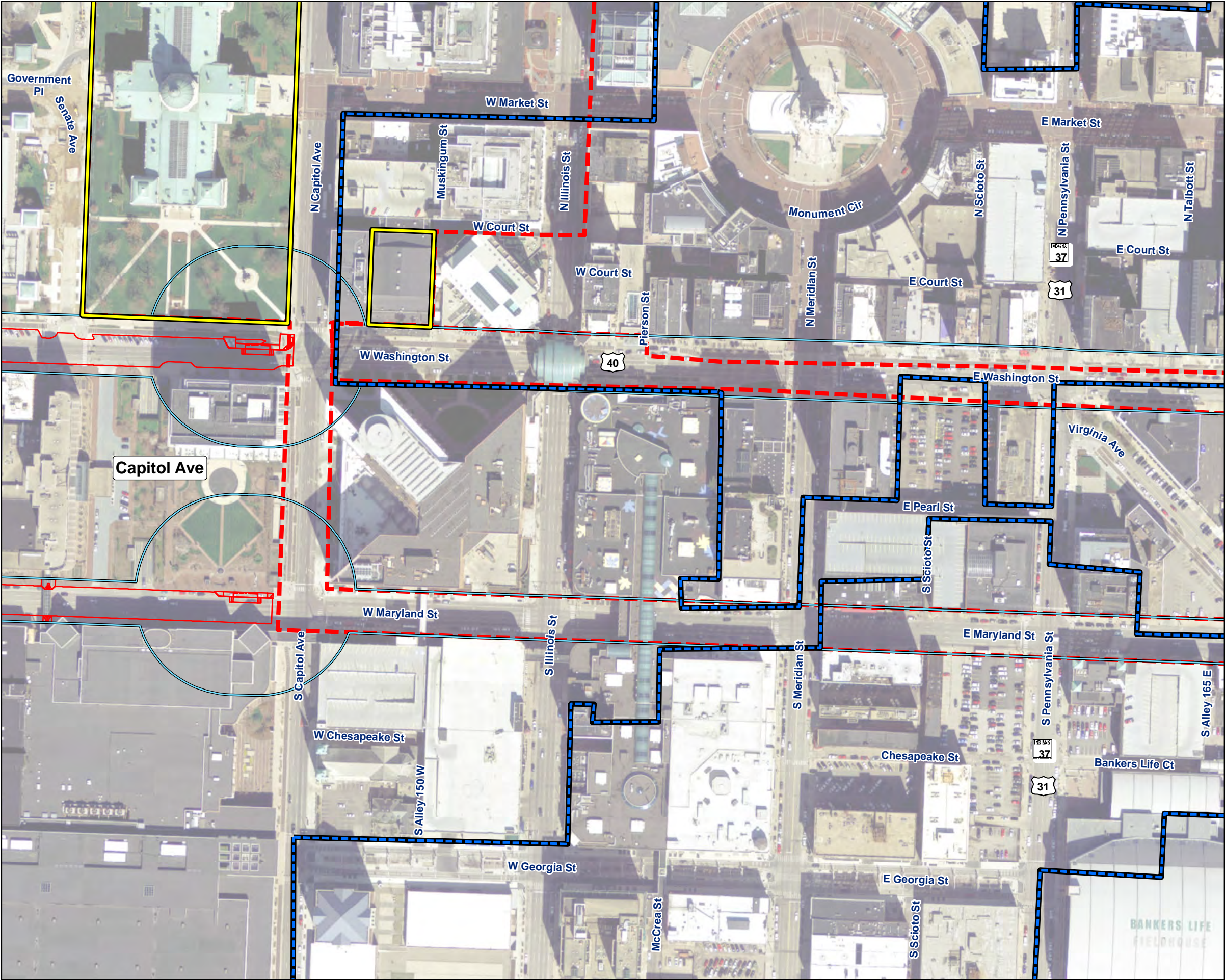
Appendix A **Sheet 36 of 64**

Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

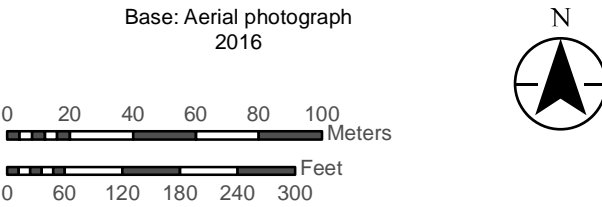


-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements



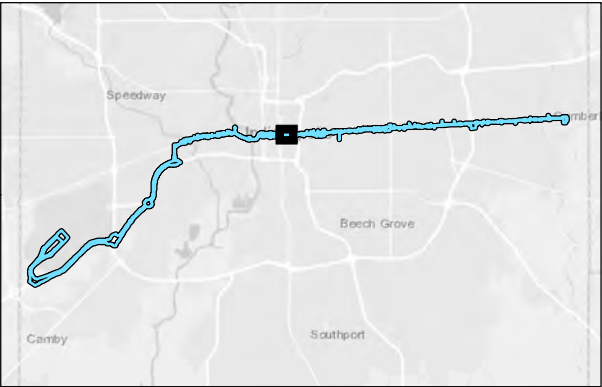
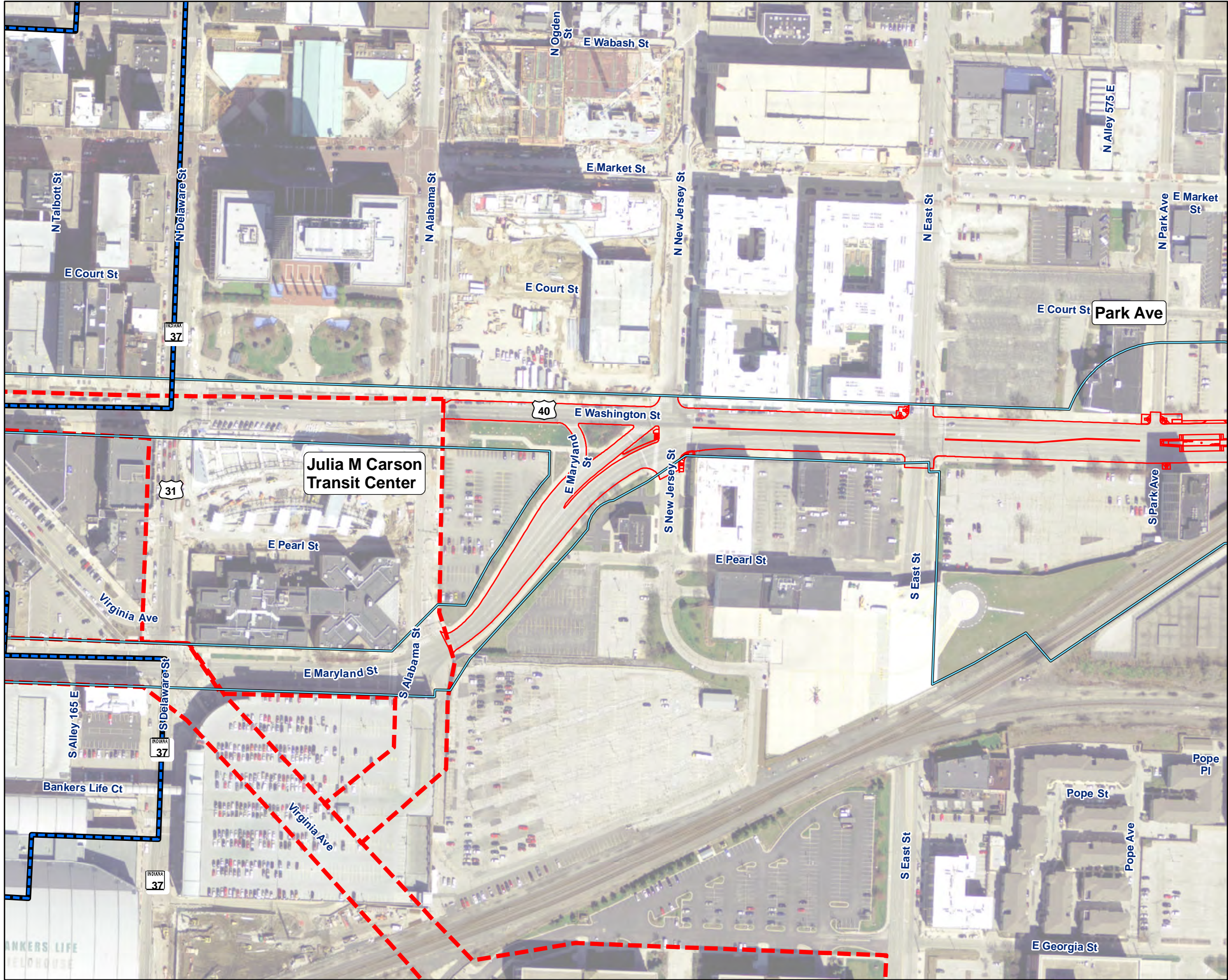


- Above-Ground APE Boundary
- NRHP-Listed property
- NRHP-Listed historic district
- APE Boundary (Red Line)
- Proposed stations, sidewalks, and curb improvements

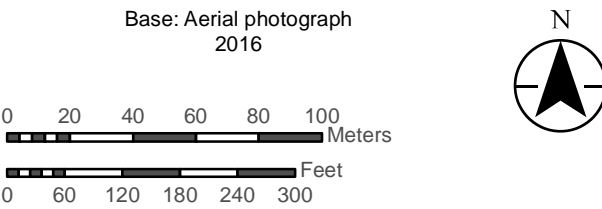


Appendix A **Sheet 38 of 64**

Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

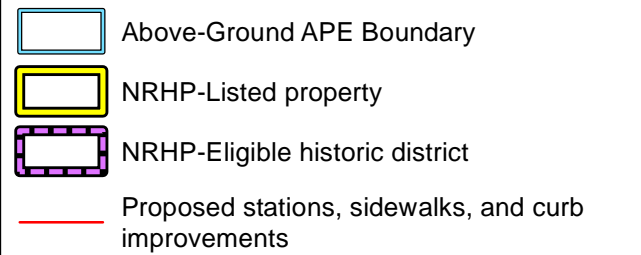


- Above-Ground APE Boundary
- NRHP-Listed historic district
- APE Boundary (Red Line)
- Proposed stations, sidewalks, and curb improvements

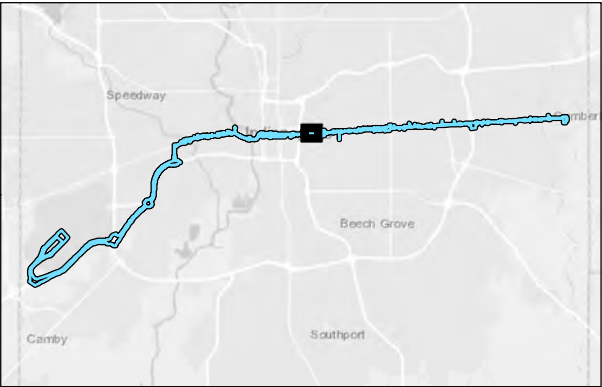
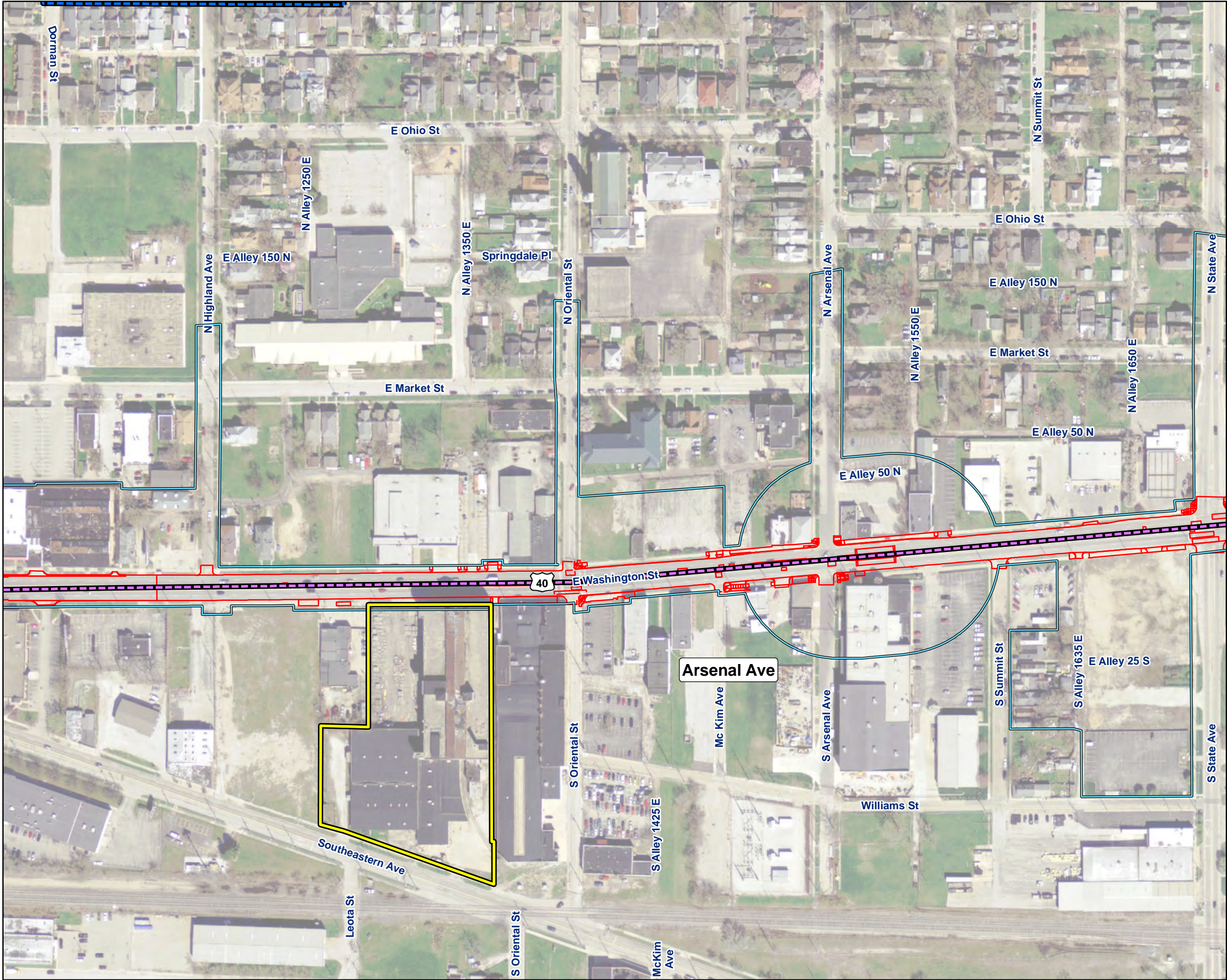







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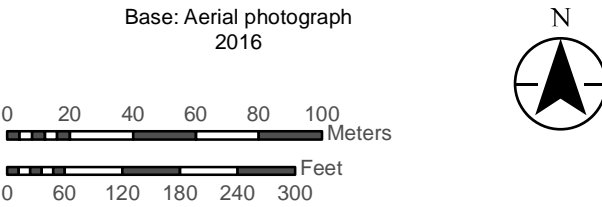
Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

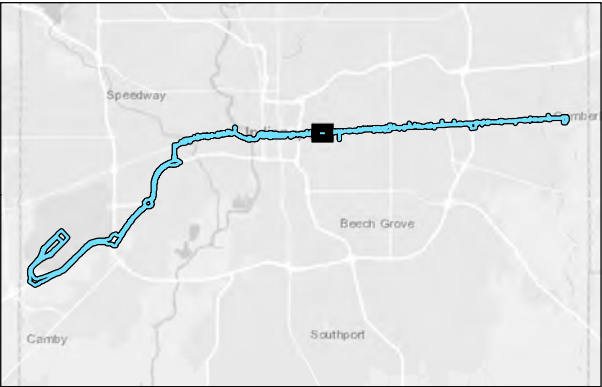
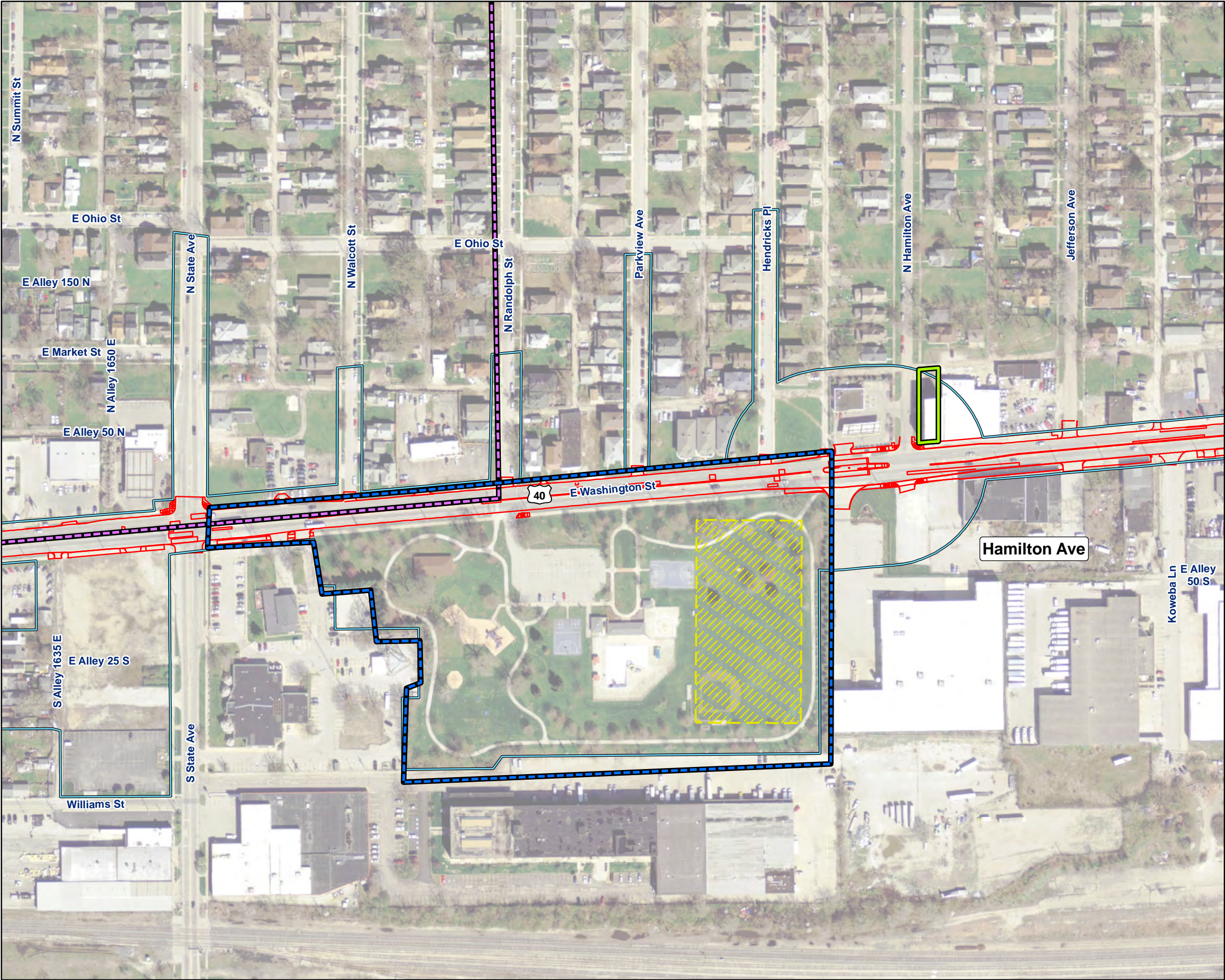








Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

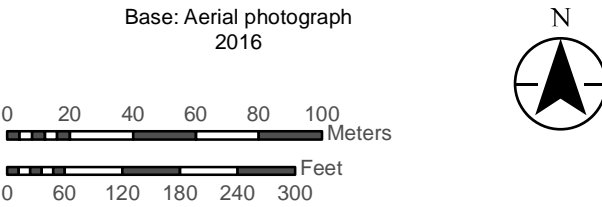


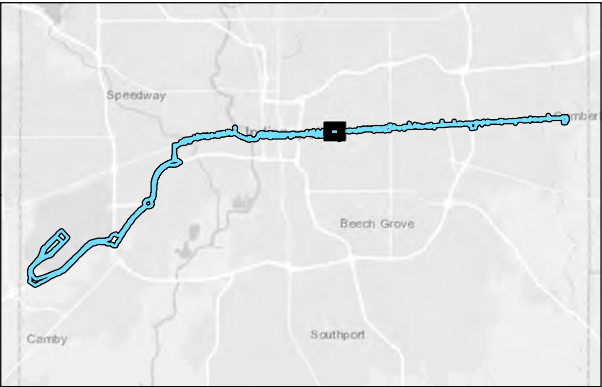
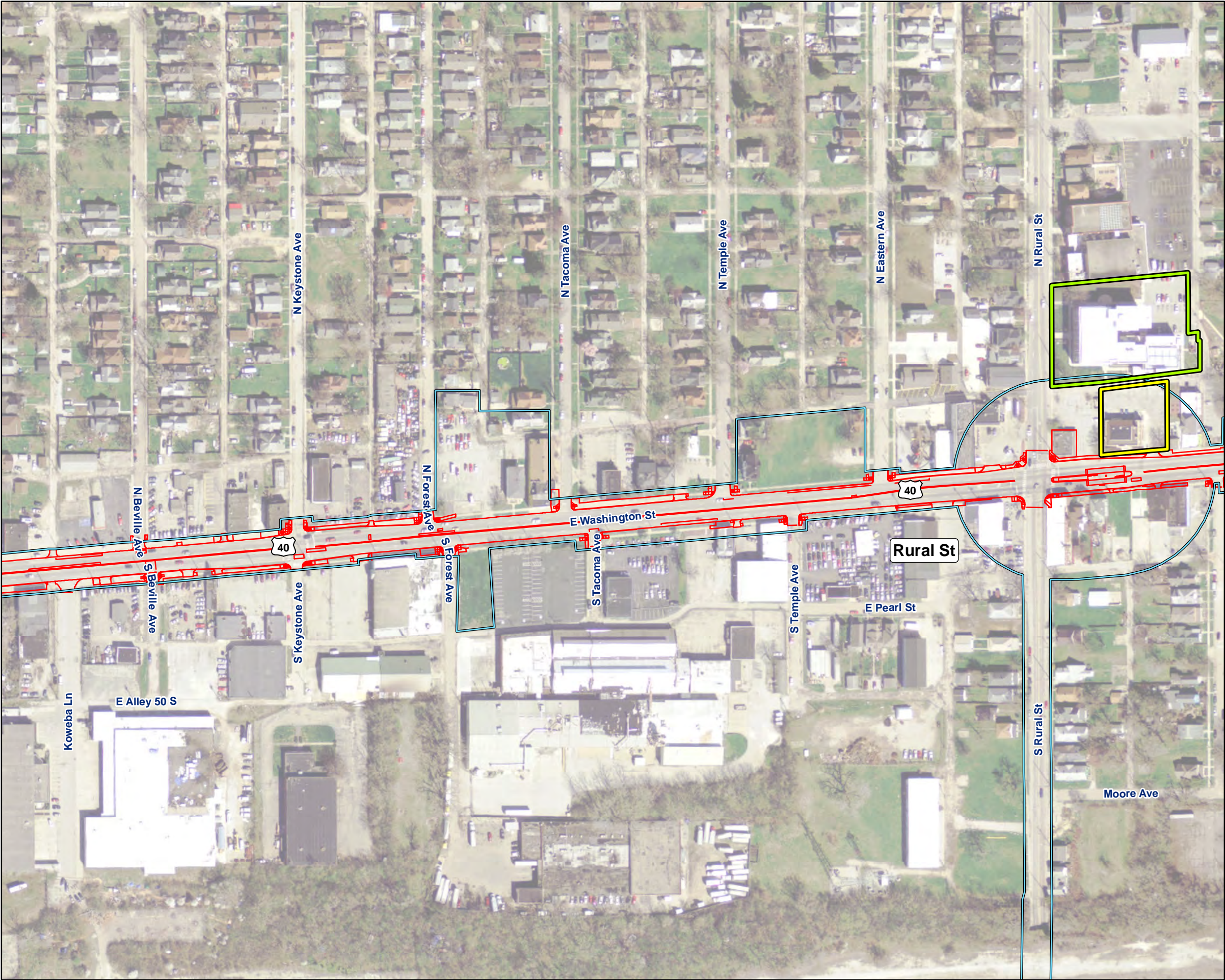
-  Above-Ground APE Boundary
-  NRHP-Listed property
-  NRHP-Eligible historic district
-  NRHP-Listed historic district
-  Proposed stations, sidewalks, and curb improvements







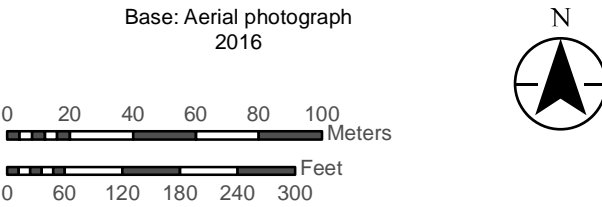


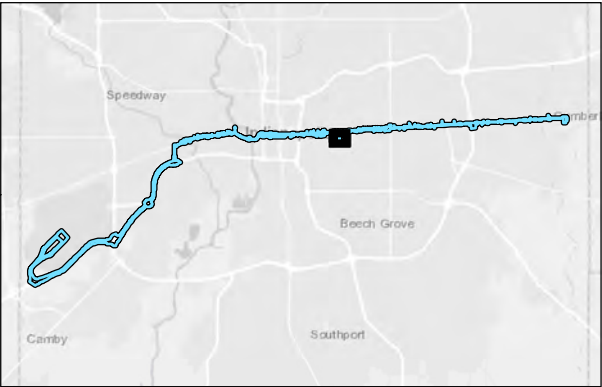
-  Above-Ground APE Boundary
-  NRHP-Eligible property
-  NRHP-Eligible historic district
-  NRHP-Listed historic district
-  Proposed stations, sidewalks, and curb improvements
-  Detention Facility




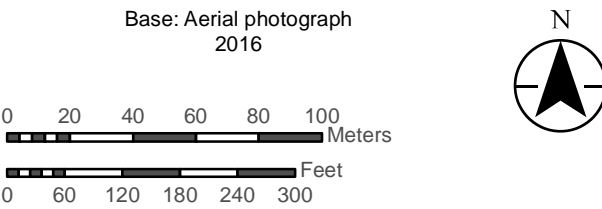


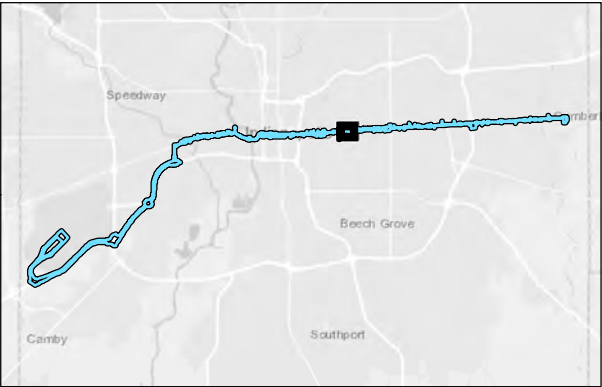
-  Above-Ground APE Boundary
-  NRHP-Eligible property
-  NRHP-Listed property
-  Proposed stations, sidewalks, and curb improvements







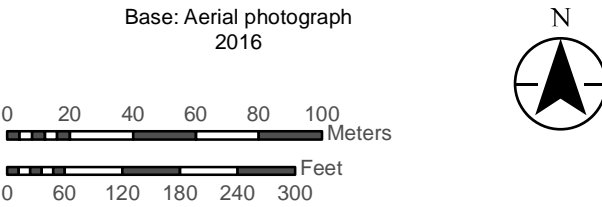


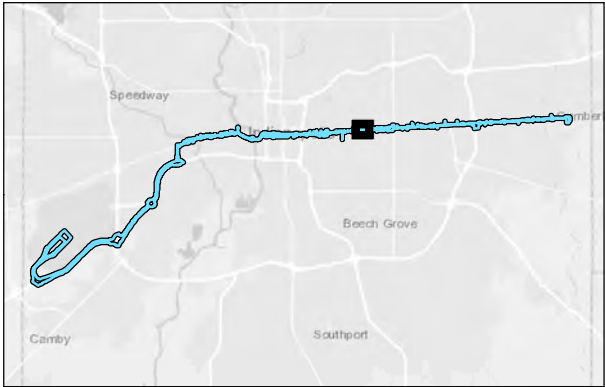
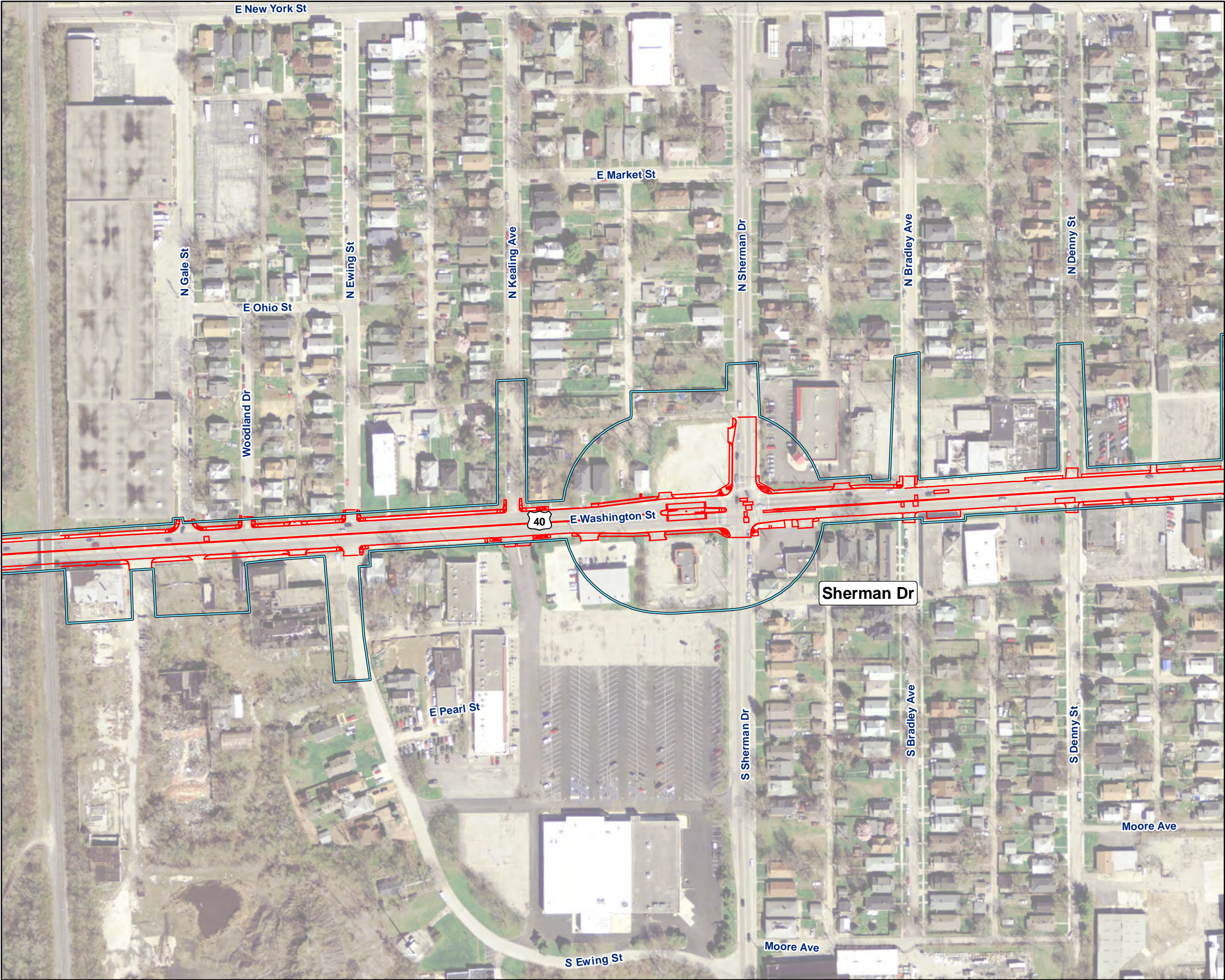
 Above-Ground APE Boundary





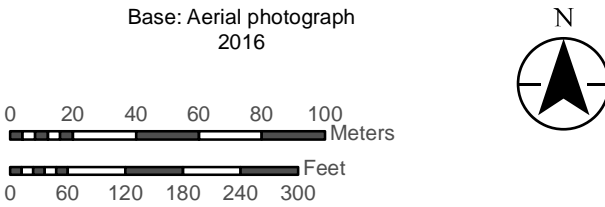


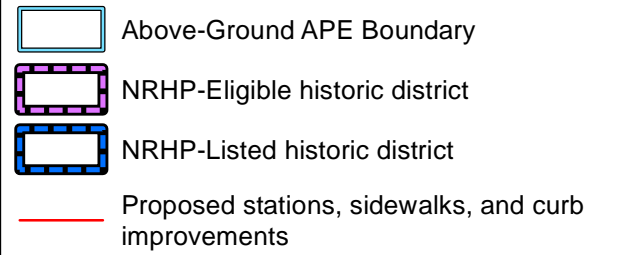
-  Above-Ground APE Boundary
-  NRHP-Eligible property
-  NRHP-Listed property
-  Proposed stations, sidewalks, and curb improvements



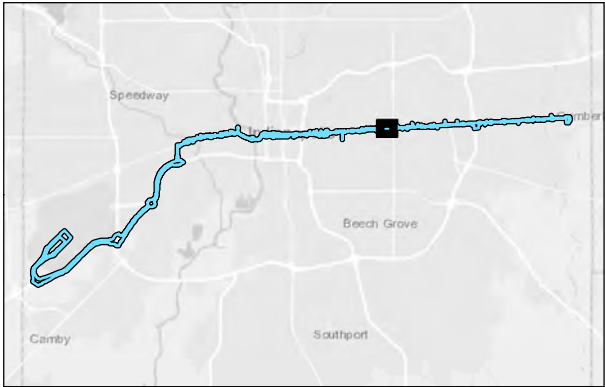
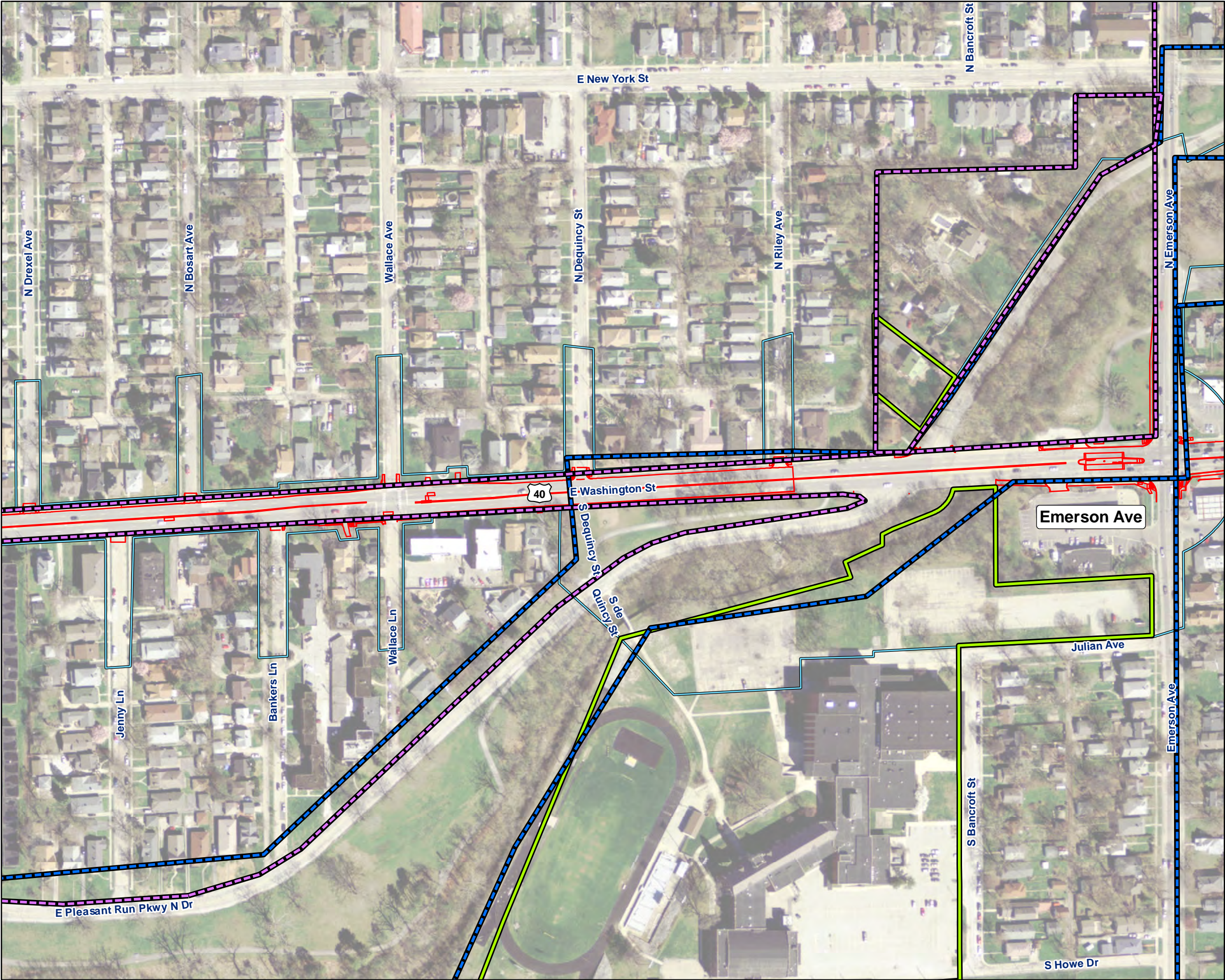


-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements

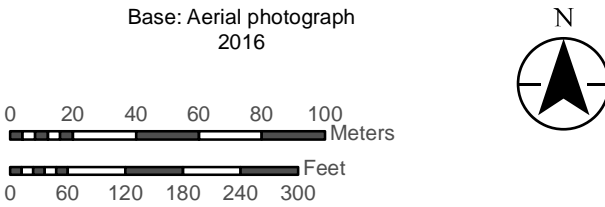




Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

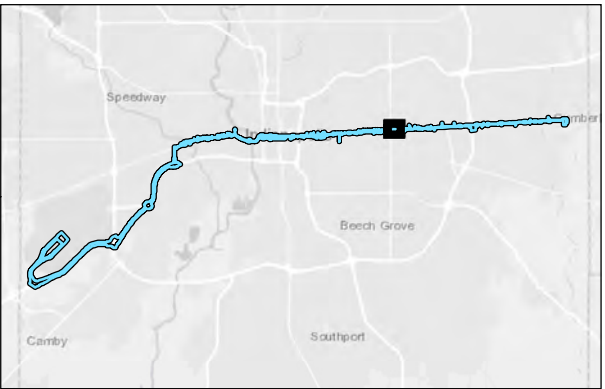
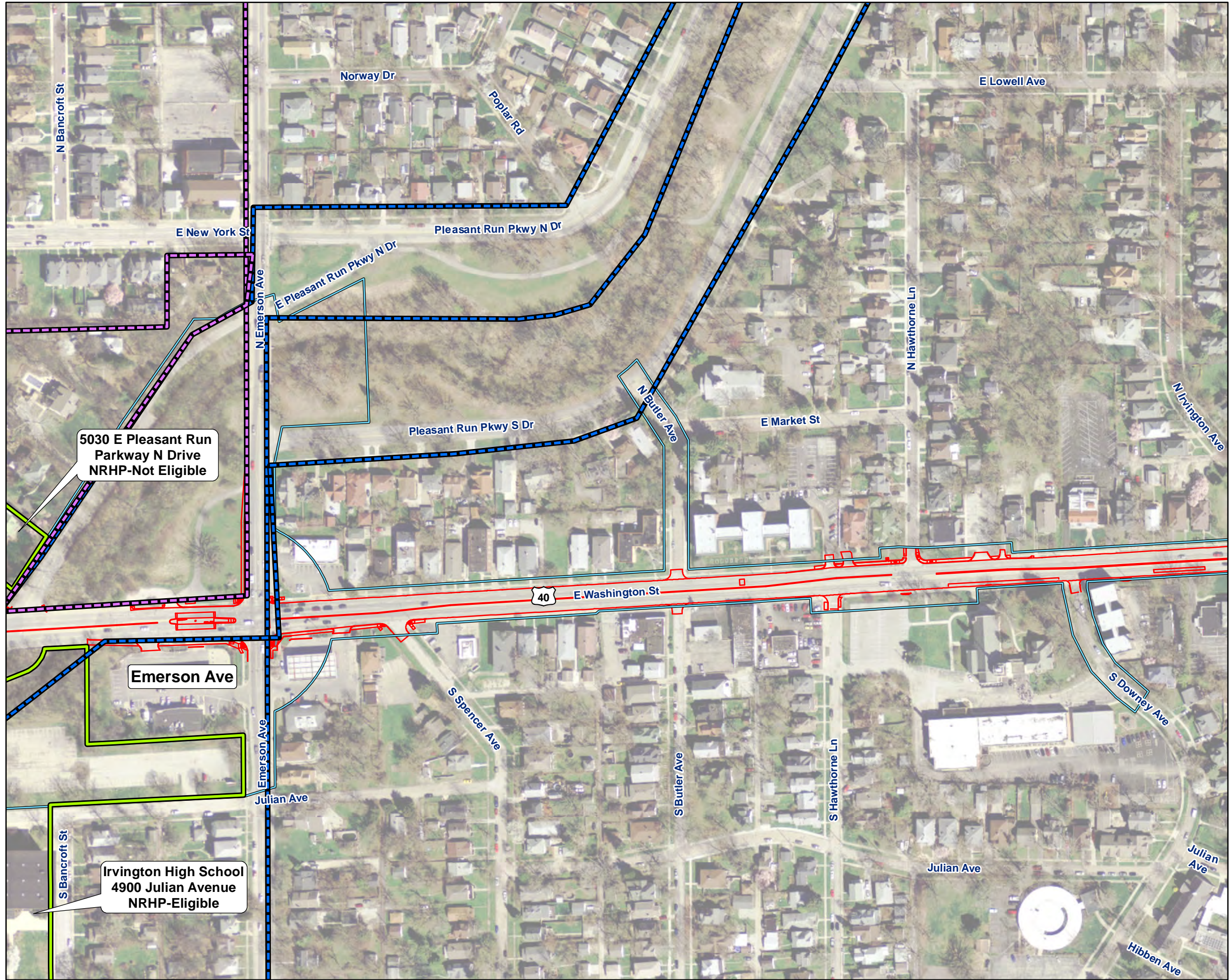


- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Proposed stations, sidewalks, and curb improvements

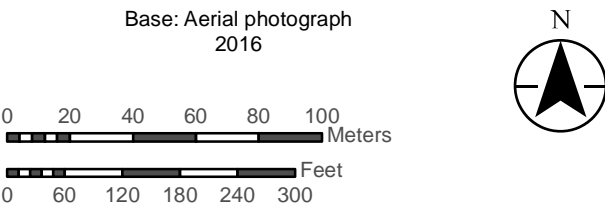


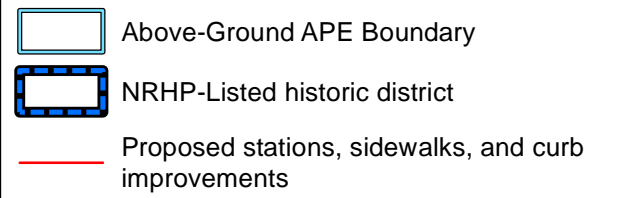
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Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

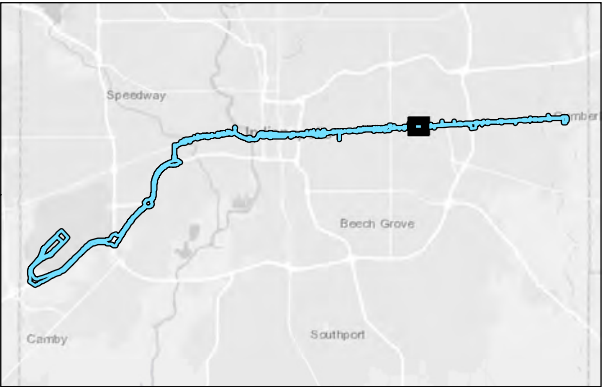
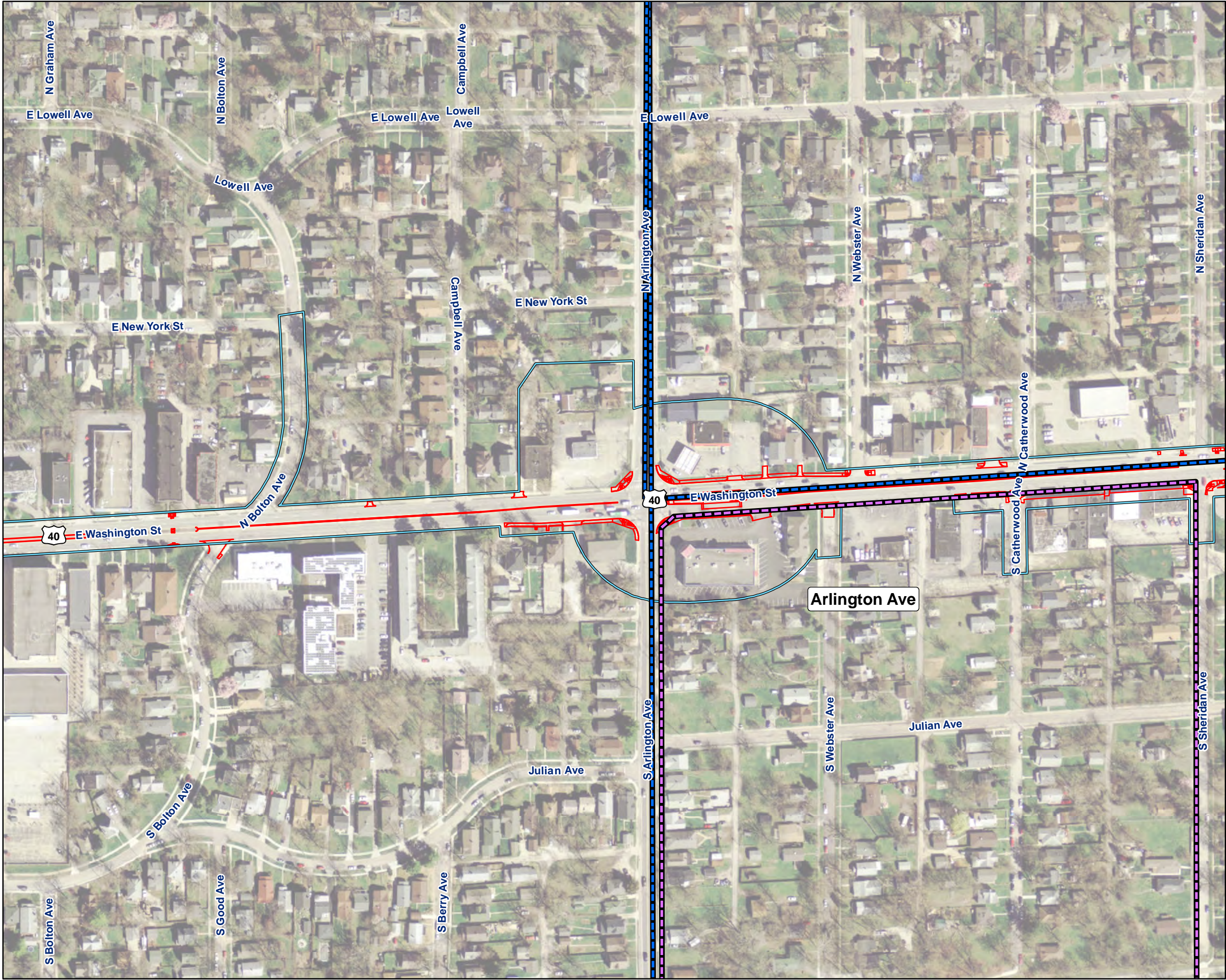


- Above-Ground APE Boundary
- NRHP-Eligible property
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Proposed stations, sidewalks, and curb improvements

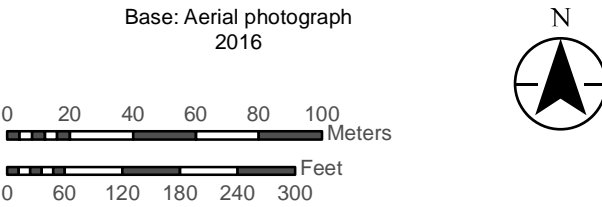


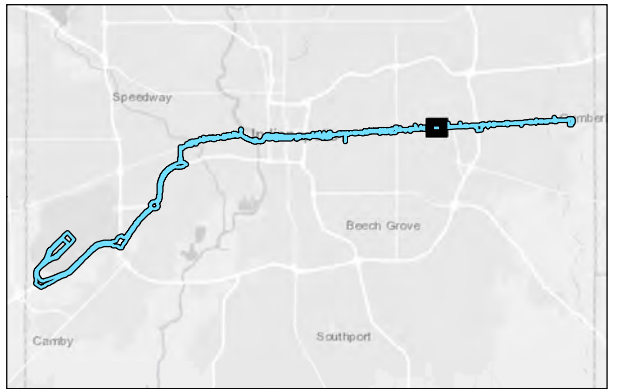
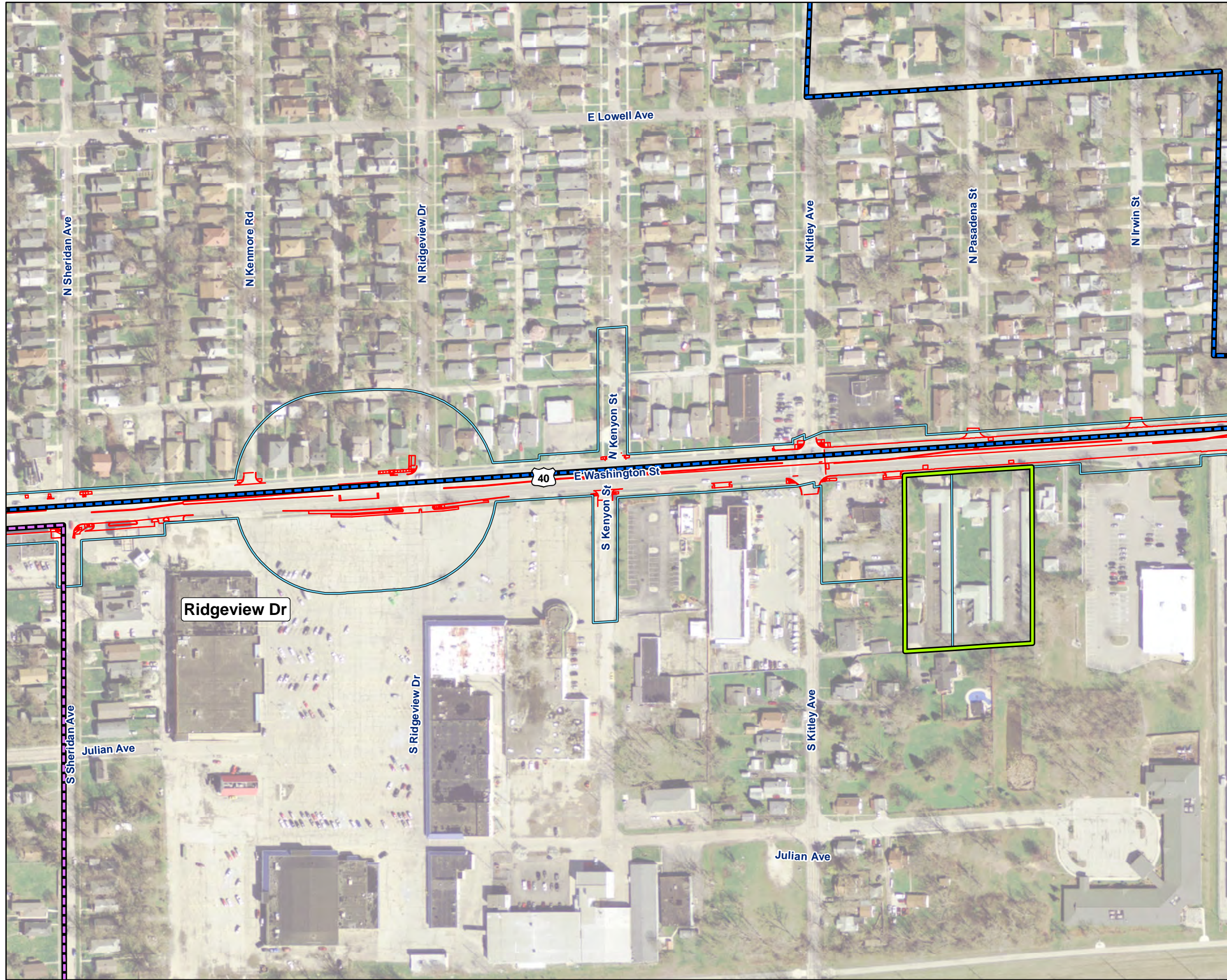







Overview of the Blue Line Project Area, Ape,
and Historic Properties. (64 Sheets)

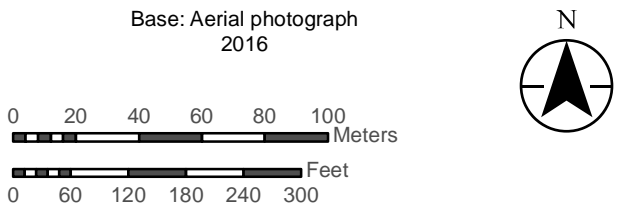


- Above-Ground APE Boundary
- NRHP-Eligible historic district
- NRHP-Listed historic district
- Proposed stations, sidewalks, and curb improvements



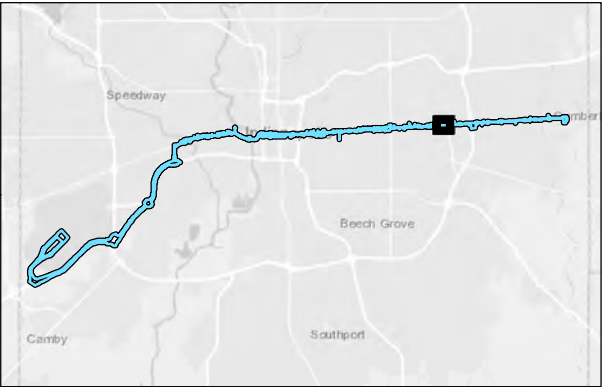
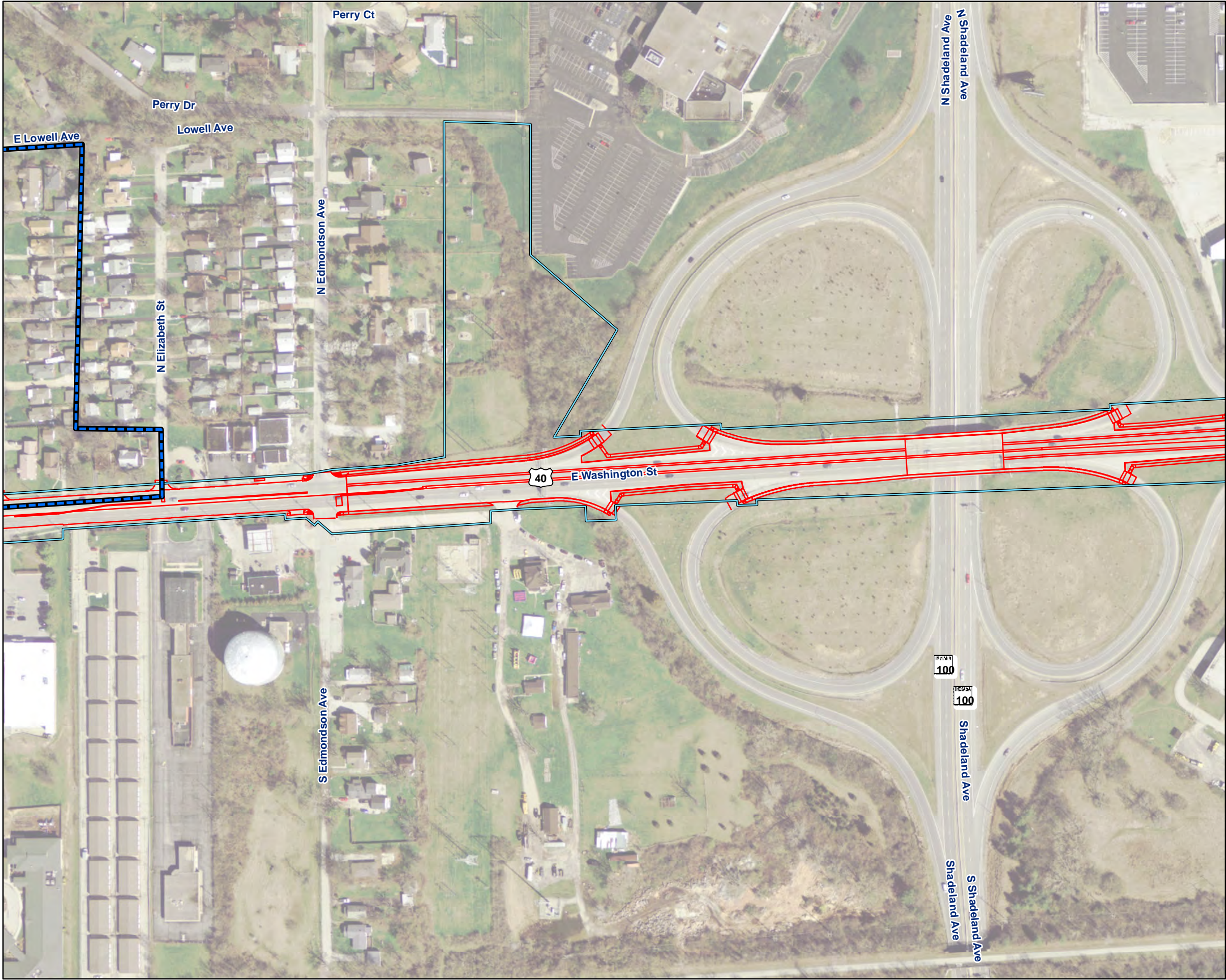





-  Above-Ground APE Boundary
-  NRHP-Eligible property
-  NRHP-Eligible historic district
-  NRHP-Listed historic district
-  Proposed stations, sidewalks, and curb improvements

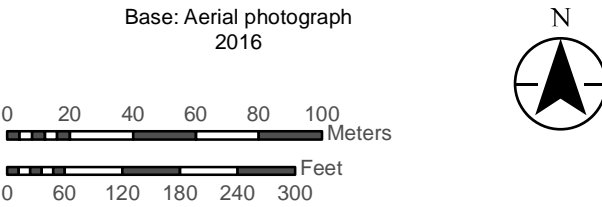


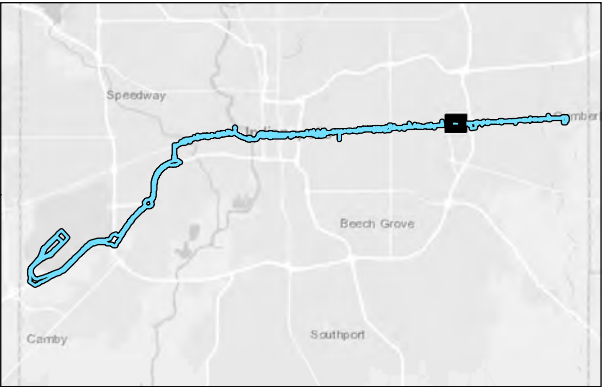
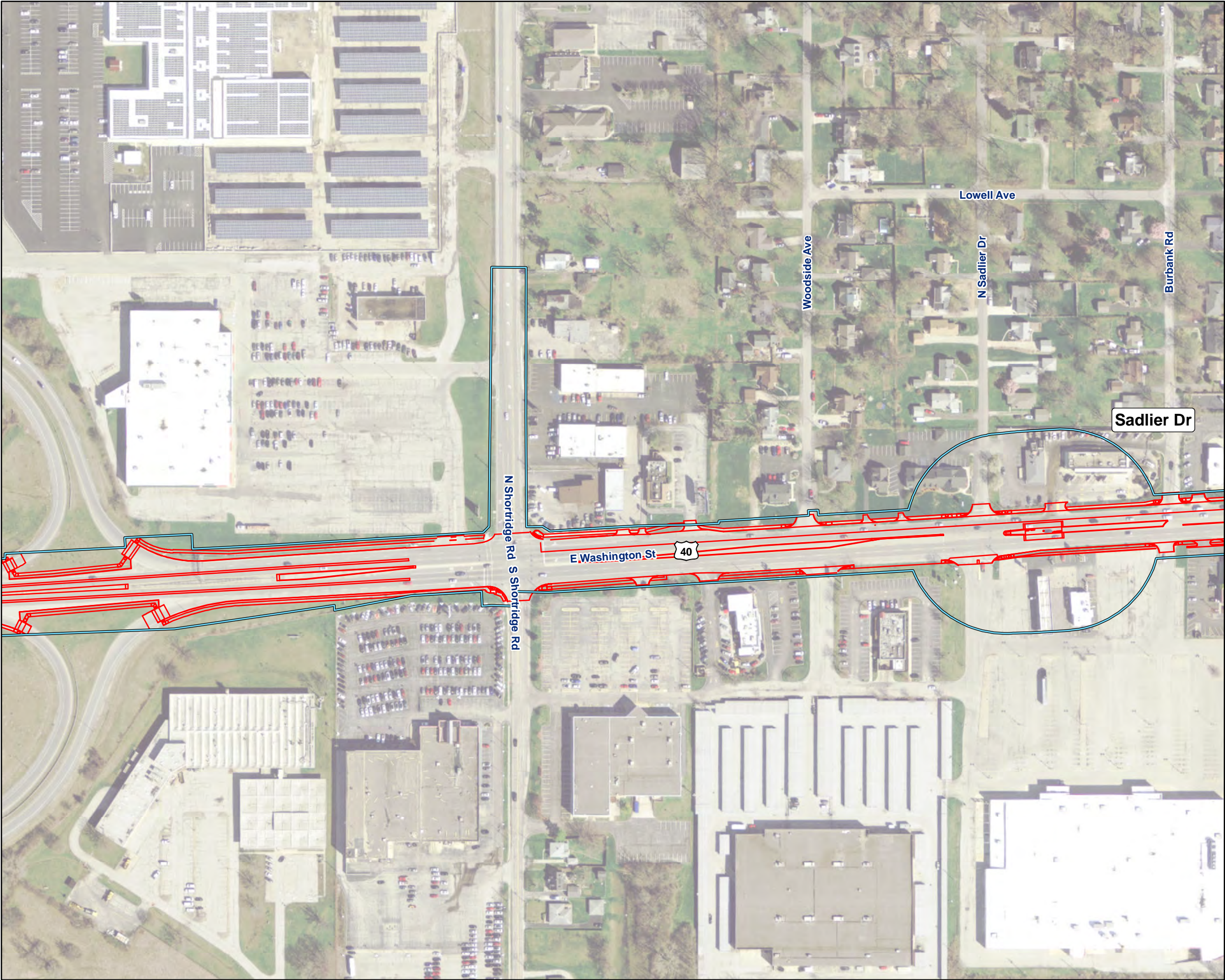
Appendix A **Sheet 52 of 64**



Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

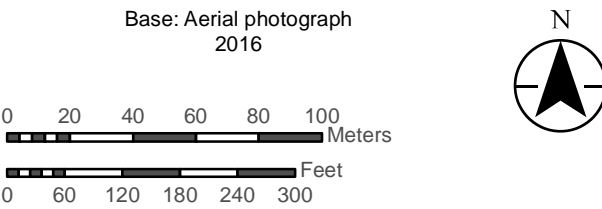


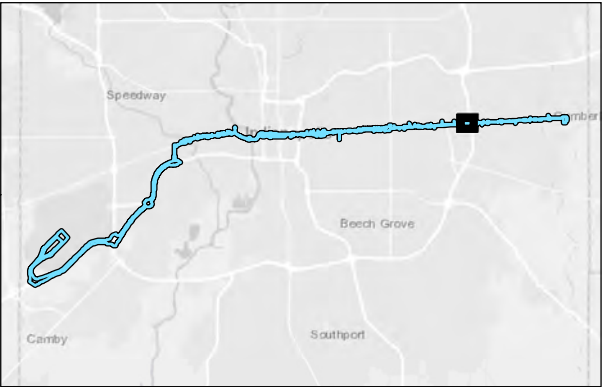
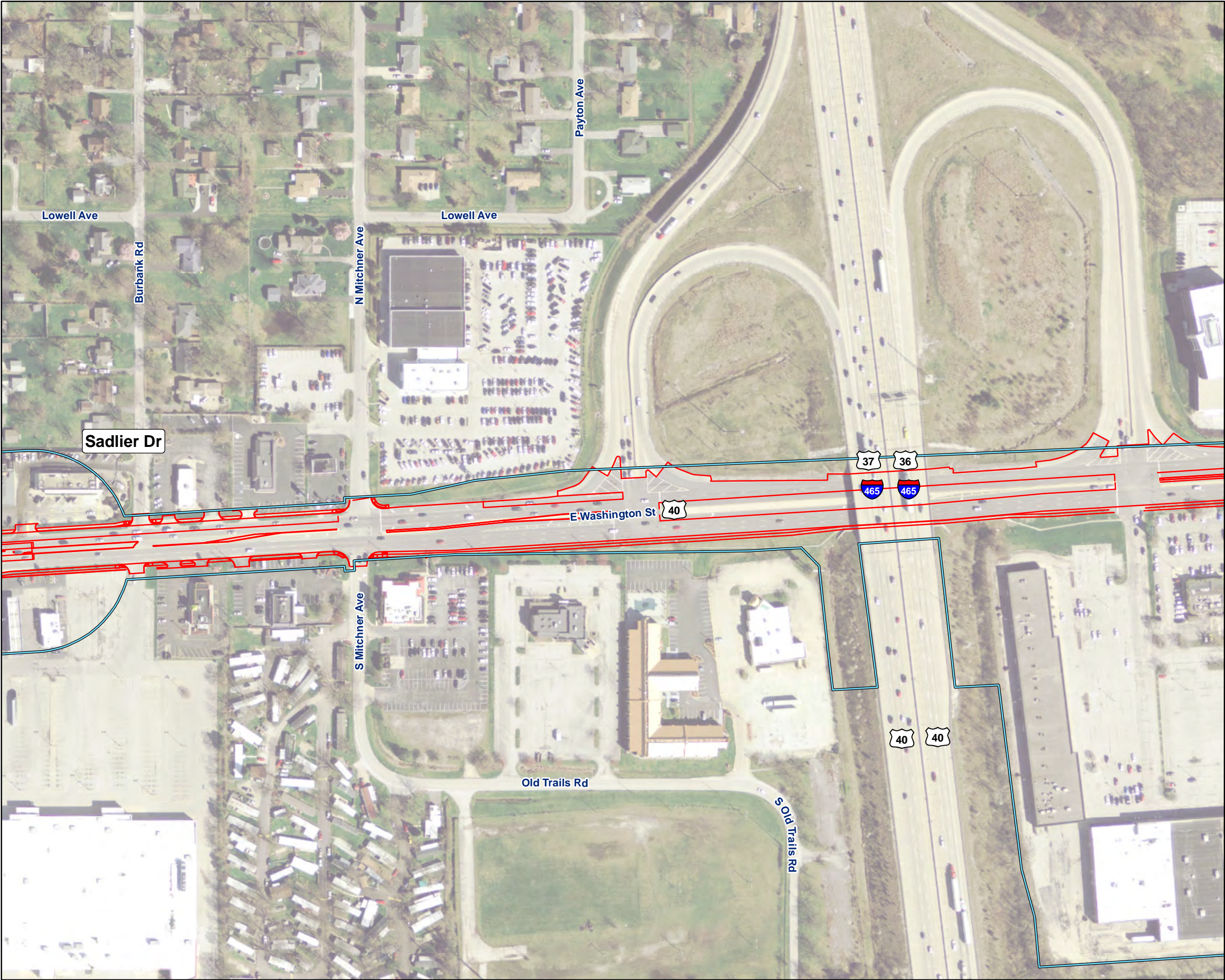
-  Above-Ground APE Boundary
-  NRHP-Listed historic district
-  Proposed stations, sidewalks, and curb improvements





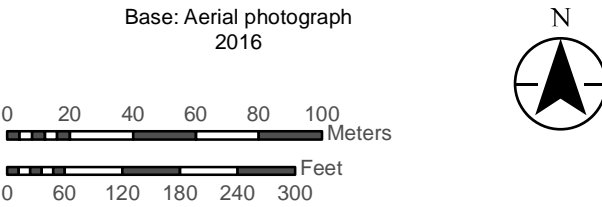


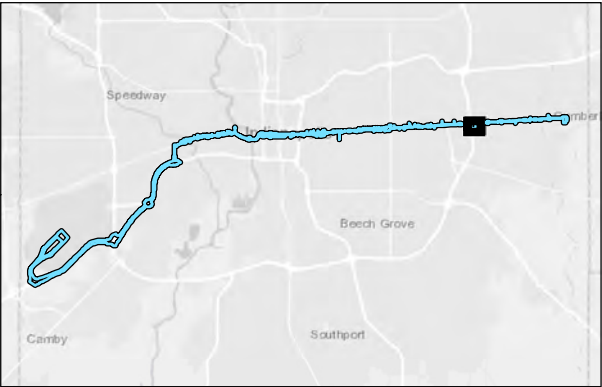
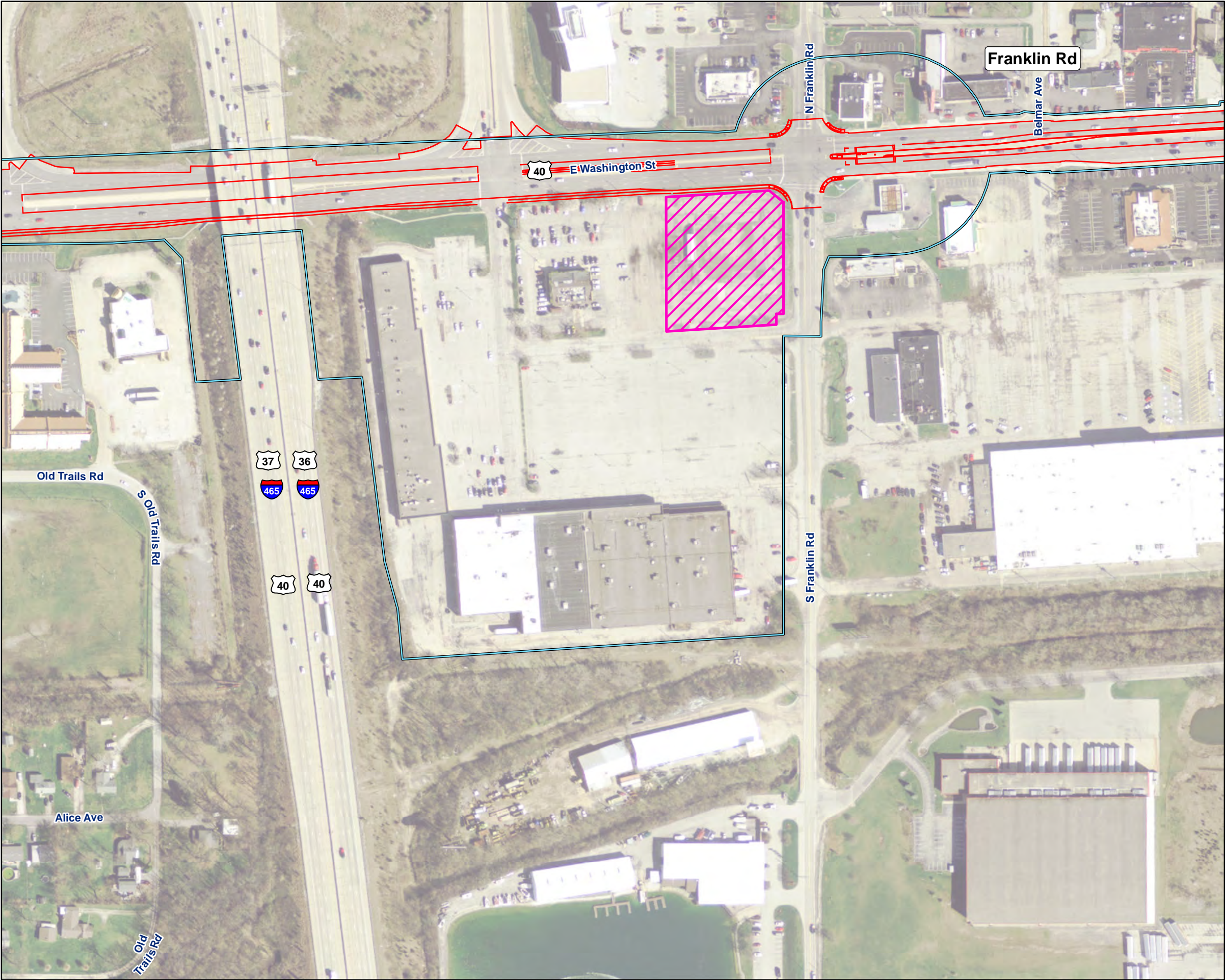
-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements






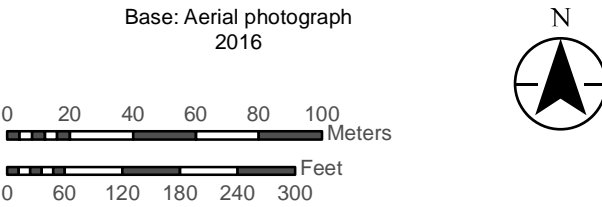


-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements



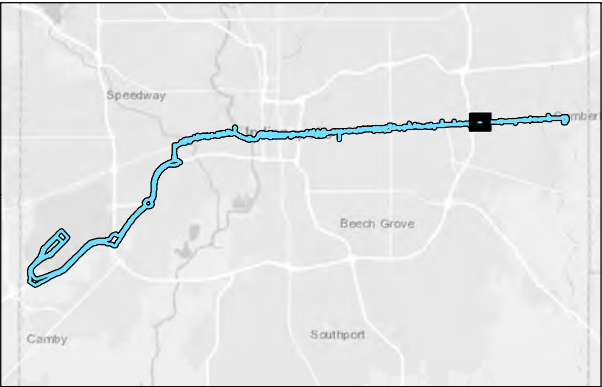
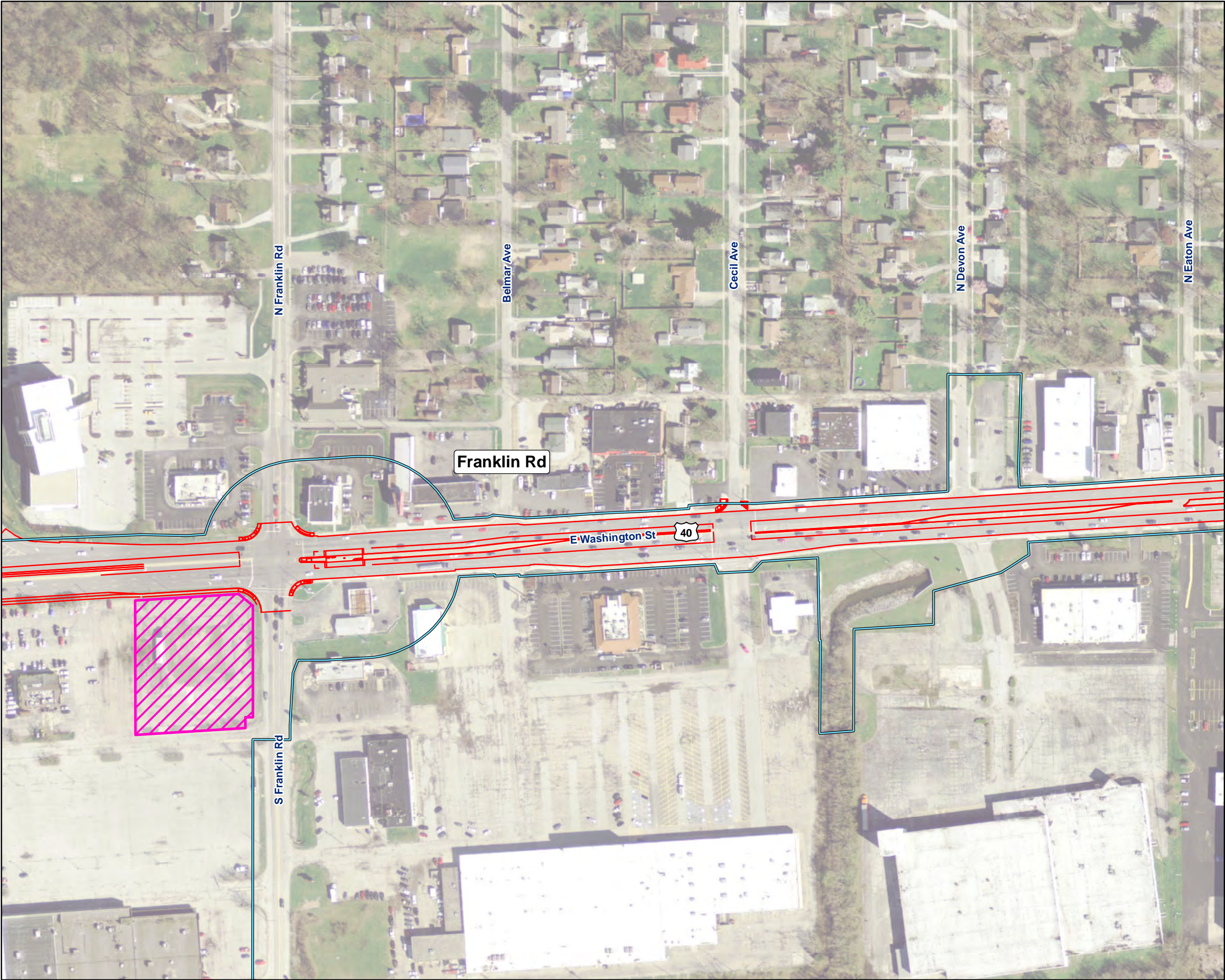





-  Above-Ground APE Boundary
-  Proposed Park and Ride
-  Proposed stations, sidewalks, and curb improvements

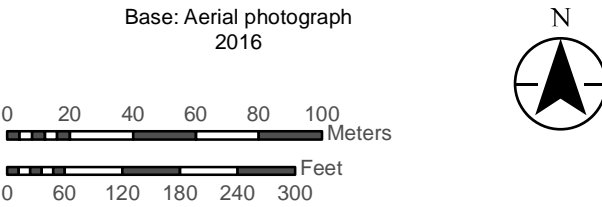


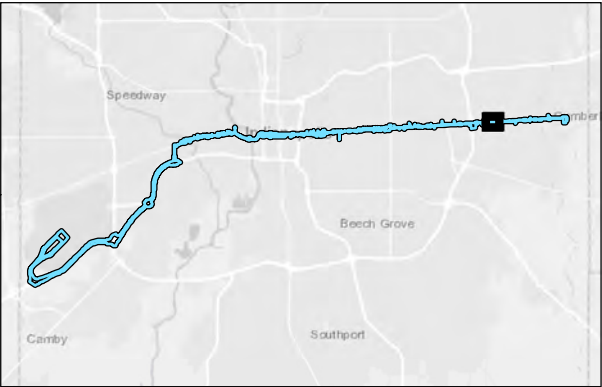
Appendix A **Sheet 56 of 64**



Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

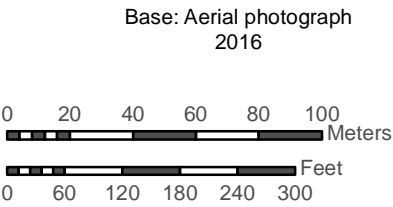


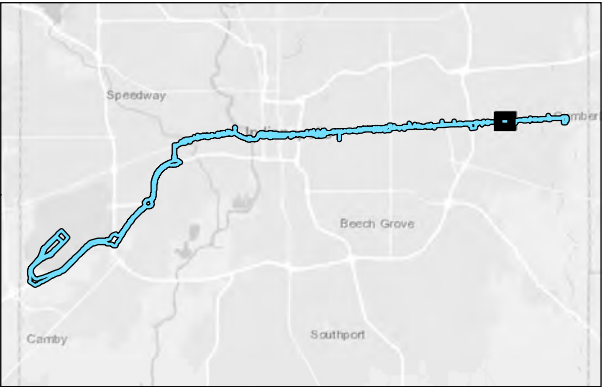
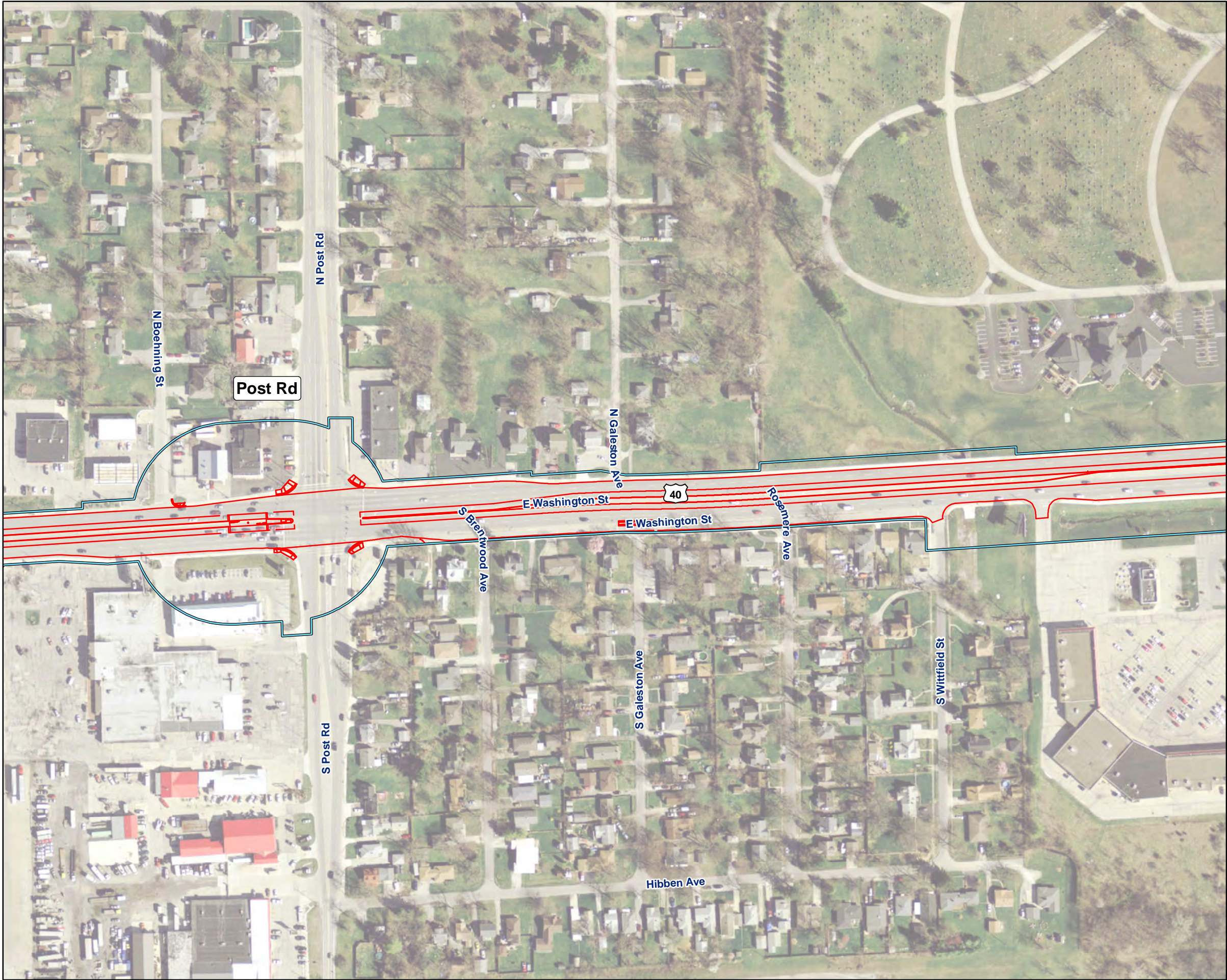
-  Above-Ground APE Boundary
-  Proposed Park and Ride
-  Proposed stations, sidewalks, and curb improvements





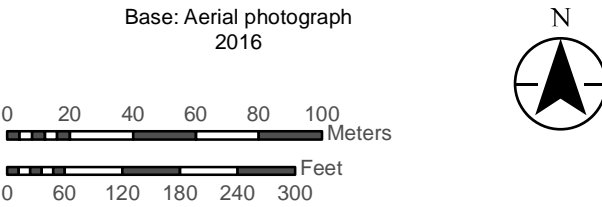


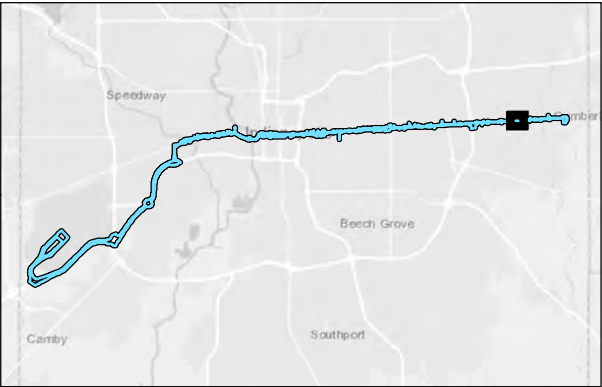
-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements





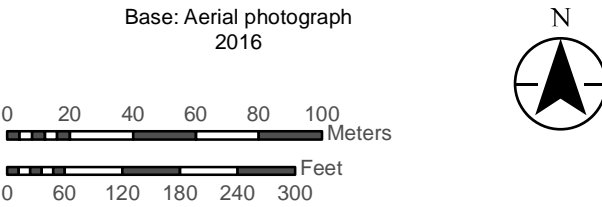


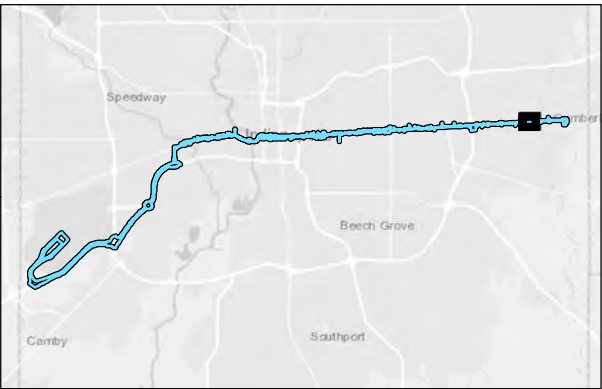
-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements





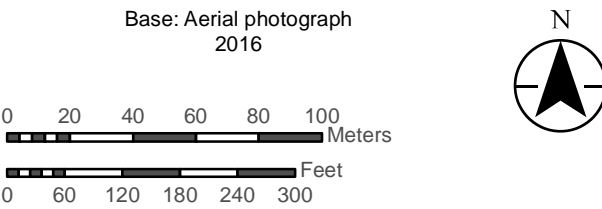


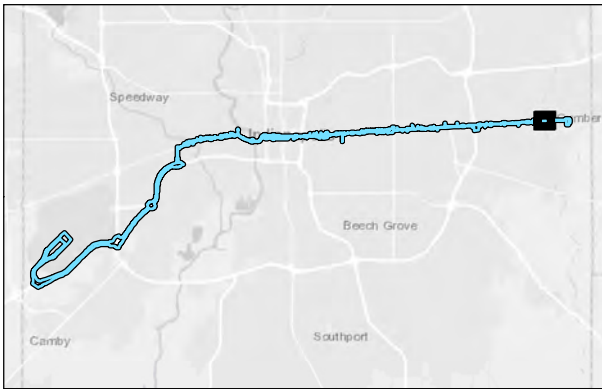
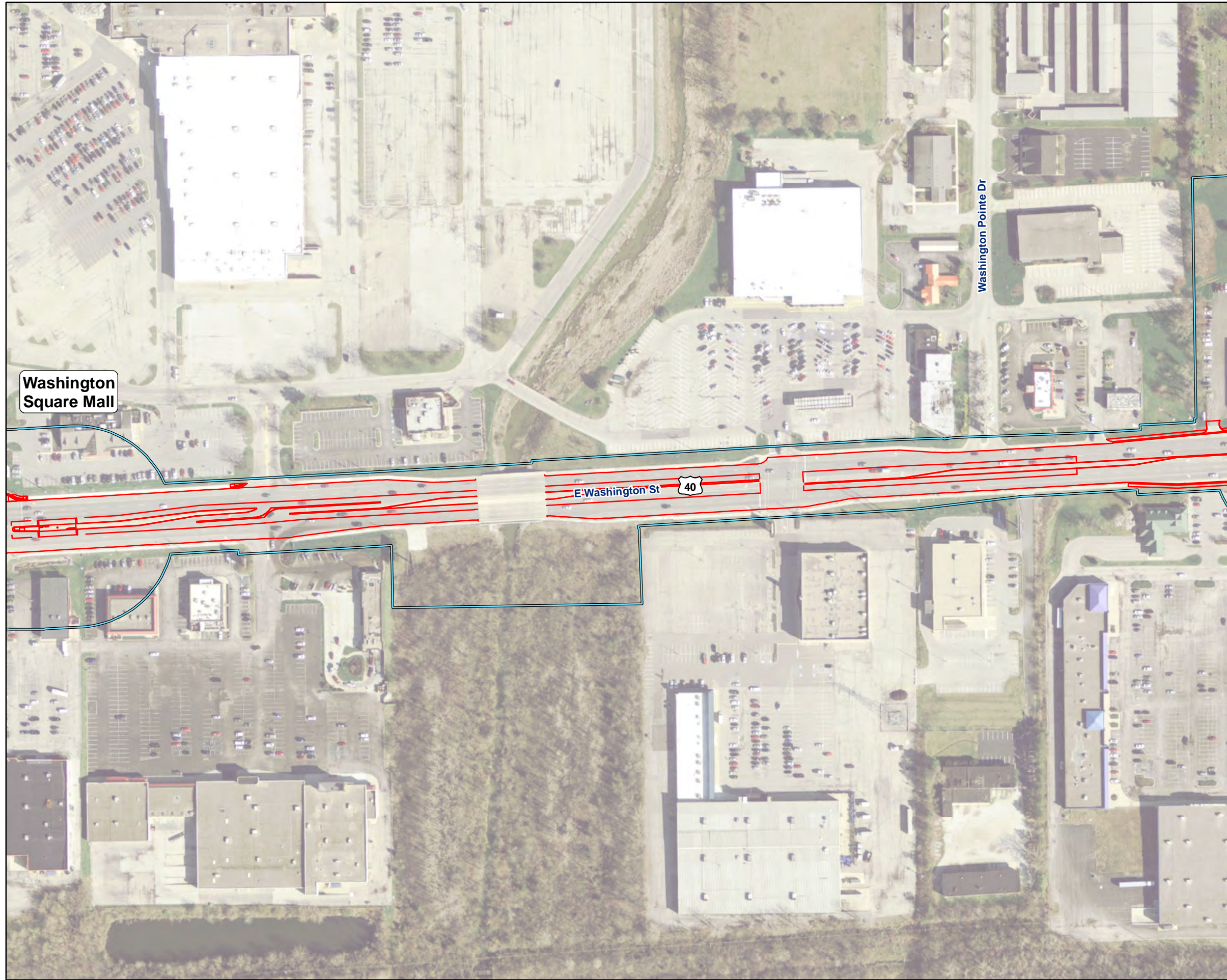
-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements





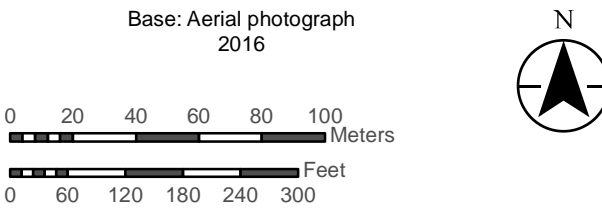


-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements



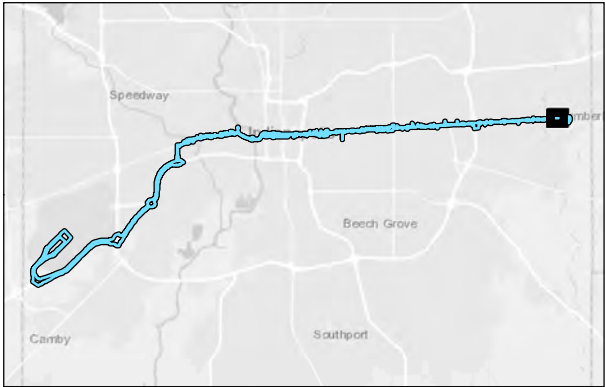
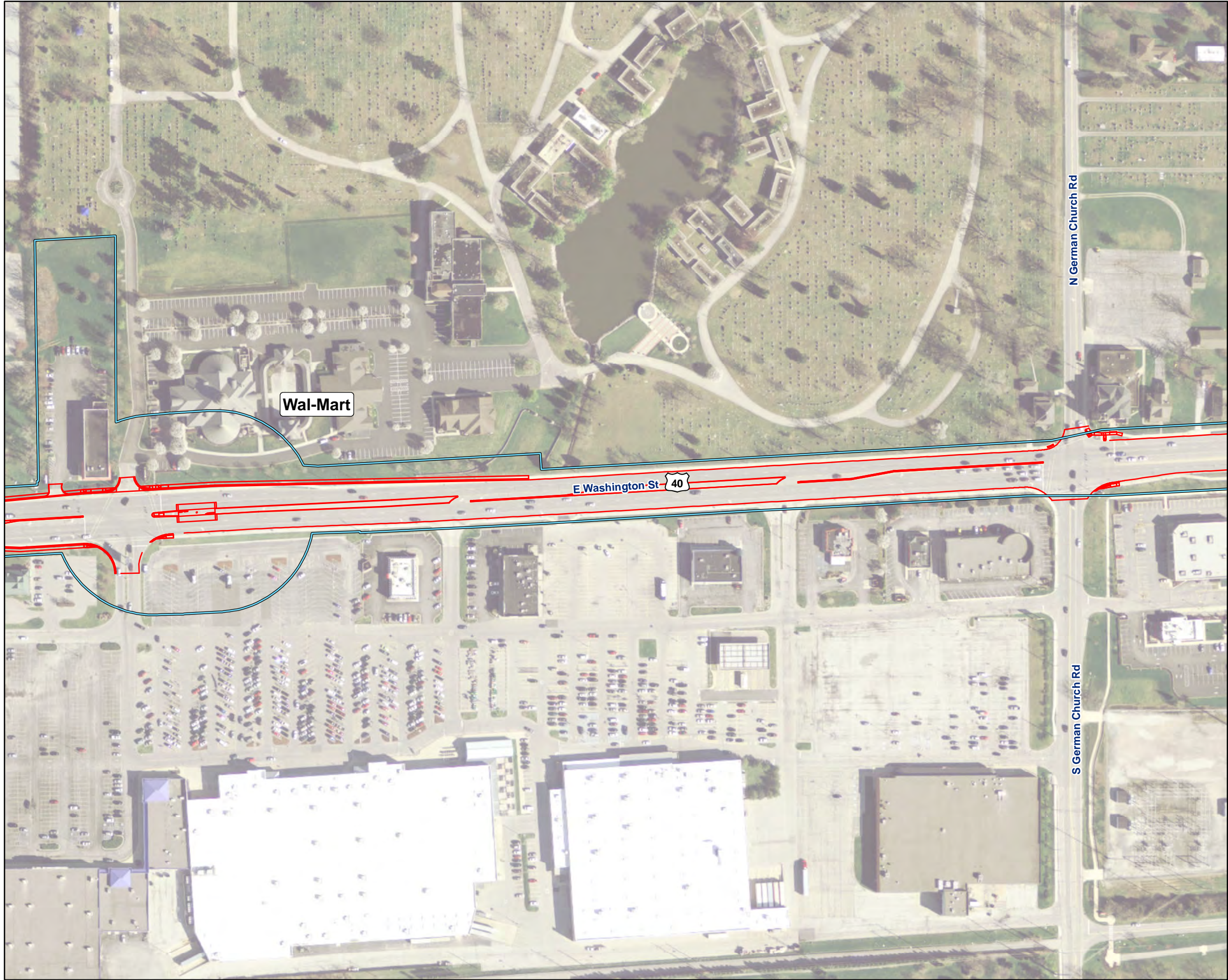




-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements

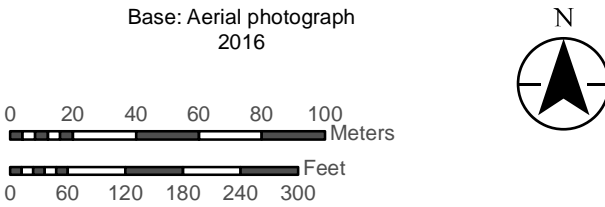


Appendix A **Sheet 62 of 64**

Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)

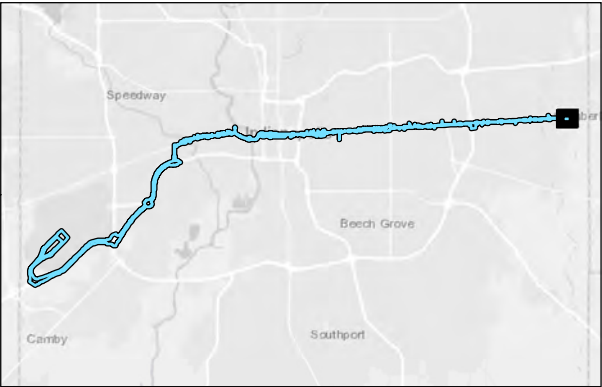
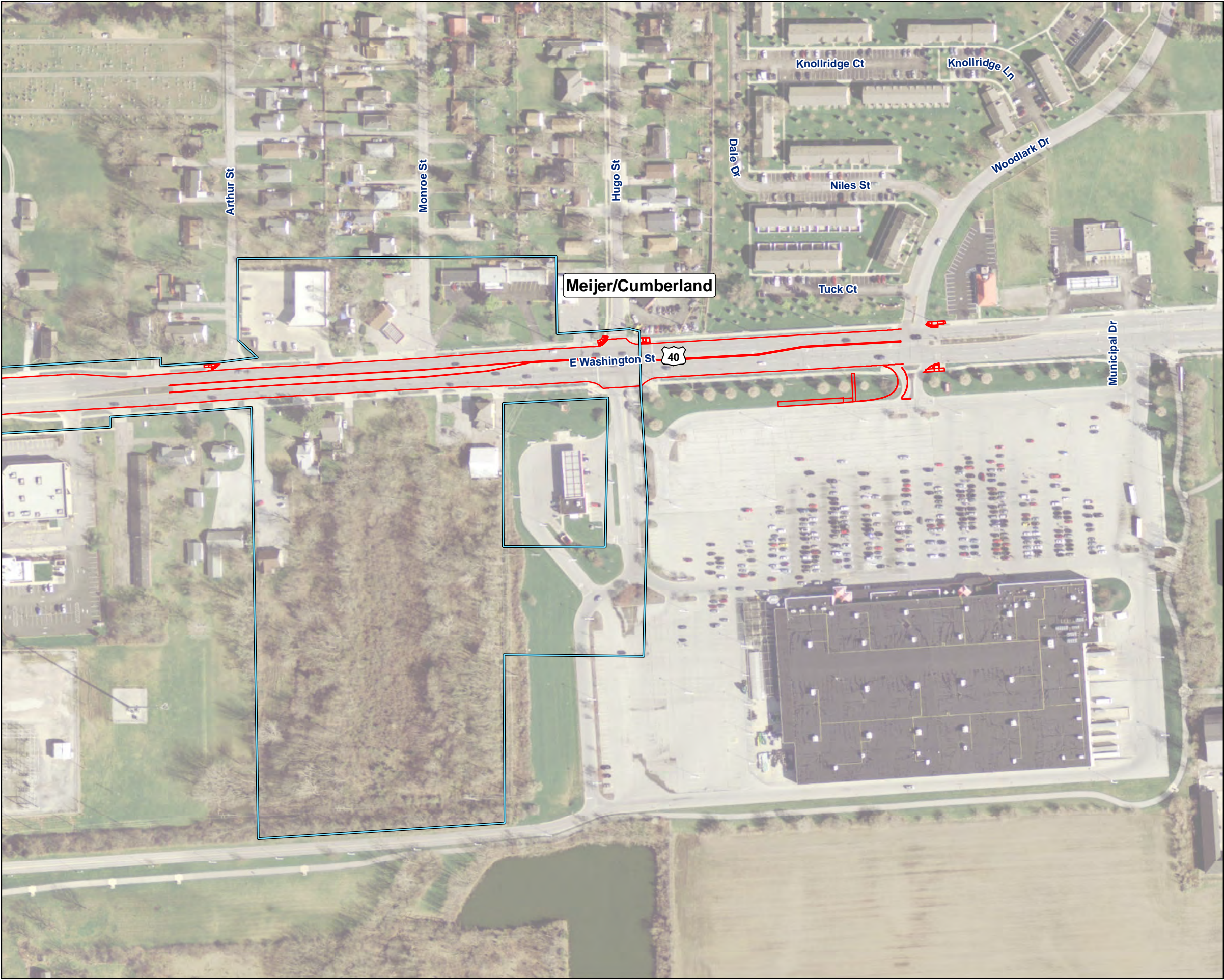




-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements



Appendix A **Sheet 63 of 64**

Overview of the Blue Line Project Area, Ape, and Historic Properties. (64 Sheets)



-  Above-Ground APE Boundary
-  Proposed stations, sidewalks, and curb improvements

