



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

November 23, 2021

This letter was sent to the listed parties.

RE: County Line Road Added Travel Lanes Project; HPR Addendum (Des. No. 2002553; DPW Project ST-45-067; DHPA Project 27053)

Dear Consulting Party,

The City of Indianapolis, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with the County Line Road Added Travel Lanes Project (Des. No. 2002553).

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on February 16, 2021. In addition, a letter distributed on June 3, 2021 notified consulting parties that a historic property report and an archaeology report were available for review and comment.

The proposed undertaking is on County Line Road, and begins 0.30 mile west of Morgantown Road and extends east to SR 135/Meridian Street in Marion and Johnson counties, Indiana. It is within Wayne Township, Maywood USGS Topographic Quadrangle, in Sections 21, 22, 23, 26, 27, and 28, Township 14 North, Range 3 East.

HNTB is under contract with the City of Indianapolis to advance the environmental documentation for the referenced project. ASC Group, Inc. has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory

Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

In its response dated July 6, 2021 (Revised July 15, 2021), the Indiana State Historic Preservation Office (SHPO) stated that five subdivisions located within the APE for this project were eligible for the NRHP, stating, in part:

*"In Johnson County, we believe that the Richards and Landers Mt. Pleasant subdivision, Wood Creek Estates, and Carefree subdivision are eligible for inclusion in the NRHP utilizing information from the Residential Planning and Development in Indiana, 1940–1973 Multiple Property Documentation Form.*

*"In Marion County, we believe Ridge Hill Trails and Royal Meadows are eligible for the NRHP."*

The Historic Property Report Addendum (HPR Addendum) is being submitted to provide SHPO with additional research and analysis following the *Residential Planning and Development in Indiana, 1940–1973* Multiple Property Documentation Form (MPDF). We would appreciate SHPO's reconsideration of these neighborhoods' eligibility based on this additional evaluation. Further, we would welcome the opportunity to meet with SHPO either on site in the neighborhoods or in a virtual meeting to aid in their review and the evaluation discussion.

In addition, this HPR Addendum addresses above-ground cultural resources in areas that have been added to the project footprint as a result of project refinements. One property within the additional APE, the John Sutton House at 988 N. Bluff Road, is recommended eligible for the NRHP.

The HPR Addendum is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

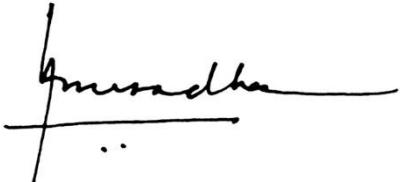
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc. at 317-915-9300, ext. 103, or [lkonicki@ascgroup.net](mailto:lkonicki@ascgroup.net). All future responses regarding the proposed project should be forwarded to ASC Group, Inc. at the following address:

Leah J. Konicki  
Principal Investigator – Architectural Historian  
ASC Group, Inc.  
9376 Castlegate Drive  
Indianapolis, IN 46256  
[lkonicki@ascgroup.net](mailto:lkonicki@ascgroup.net).

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", with a horizontal line underneath and a small "..." below it.

Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Distribution List:

Beth K. McCord, Deputy State Historic Preservation Officer  
Joshua Biggs, Indiana Landmarks, Central Regional Office, [jbiggs@indianalandmarks.org](mailto:jbiggs@indianalandmarks.org)  
Miami Tribe of Oklahoma

**Subject of email: FHWA Project: Des. No. 2002553; HPR Addendum, County Line Road Added Travel Lanes, Marion and Johnson counties, Indiana**

**Des. No.: 2002553**

**Project Description: County Line Road Added Travel Lanes**

**Location:** Marion and Johnson counties

The City of Indianapolis Department of Public Works, in coordination with the Federal Highway Administration and the Indiana Department of Transportation, proposes to proceed with the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067, DHPA No. 27053).

As part of Section 106 of the National Historic Preservation Act, an Addendum to the Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at

<http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

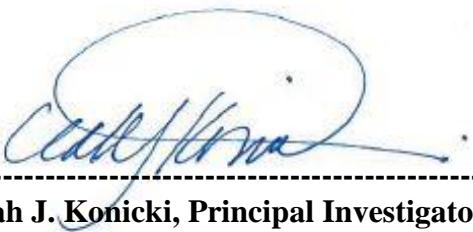
**Addendum to  
Historic Property Report for the  
County Line Road Added Travel Lanes Project,  
Perry Township, Marion County and White River Township, Johnson County, Indiana  
(Des. No. 2002553; DPW Project ST-45-067; DHPA No. 27053)**

**By**

**Leah J. Konicki, MEd, Sarah Terheide, MA,  
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**Submitted To:  
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Leah J. Konicki, Principal Investigator

**November 23, 2021**

## MANAGEMENT SUMMARY

ASC Group, Inc., under contract with HNTB Corporation (HNTB), completed an addendum to the Historic Property Report (HPR) for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067; DHPA No. 27053) in Perry Township, Marion County and White River Township, Johnson County. The HPR was released and consulting parties notified of its availability on June 3, 2021; the Indiana State Historic Preservation Officer (SHPO) responded to the findings in the report by letter dated July 6, 2021, as revised July 15, 2021.

In its response, SHPO stated its disagreement with the recommendations in the HPR, and advised that the five subdivisions listed below are eligible for inclusion in the National Register of Historic Places (NRHP), based on information from the *Residential Planning and Development in Indiana, 1940–1973* Multiple Property Documentation Form (MPDF) [Higgins 2018].

### *Johnson County*

Richards and Landers Mt. Pleasant Subdivision  
Wood Creek Estates  
Carefree Subdivision

### *Marion County*

Ridge Hill Trails  
Hill Valley Estates

This HPR Addendum also addresses above-ground cultural resources within areas added to the project footprint as a result of changes to the project footprint: the construction of a connector road between Mount Pleasant South Street and N. Bluff Road, and additional drainage areas along County Line Road north and south of the original APE .

Within the additional APE for the Bluff Road Connector, one property – the John Sutton House at 988 N. Bluff Road – was recommended eligible.

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

This addendum report documents additional research, historic context development, and evaluation of these five subdivisions. As a result of this investigation, the Area of Potential Effects (APE) contains no properties listed in the NRHP. The APE contains no properties that are recommended eligible for listing in the NRHP.

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## INTRODUCTION

ASC Group, Inc. (ASC), under contract with HNTB Corporation (HNTB), has completed an addendum to the Historic Property Report (HPR) for the proposed County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067; DHPA No. 27053) in Perry Township, Marion County and White River Township, Johnson County, Indiana. The project area and Area of Potential Effects (APE) for the project are depicted on the attached Figure 1.

The purpose of this investigation is to provide a response to the Indiana State Historic Preservation Office's (Indiana SHPO's) letter dated July 6, 2021 as revised July 15, 2021 and to provide additional information for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

In its response to the HPR (Konicki and Terpstra 2021) and archaeological records check and reconnaissance survey report (Crider and Terheide 2021) for this project, the Indiana SHPO stated, in part:

*“As part of mitigation for the I-69 project in Indiana, our office is in the pre-planning phase for the Johnson County survey. Thus, after consultation with staff from our Survey/Register section, we wish to provide the following comments regarding historic resources located within the project’s APE.*

*“For the purposes of the Section 106 review of this federal undertaking, we respectfully disagree with the conclusions of the HPR that there are no resources listed in or eligible for inclusion in the National Register of Historic Places (‘NRHP’) within the project’s APE.” (Appendix A).*

The purpose of this report is to evaluate the National Register of Historic Places (NRHP) eligibility of the five subdivisions delineated by the Indiana SHPO, as summarized in Table 1 (Figures 2–4). The evaluation of eligibility follows the NRHP criteria for evaluation (Andrus 1995).

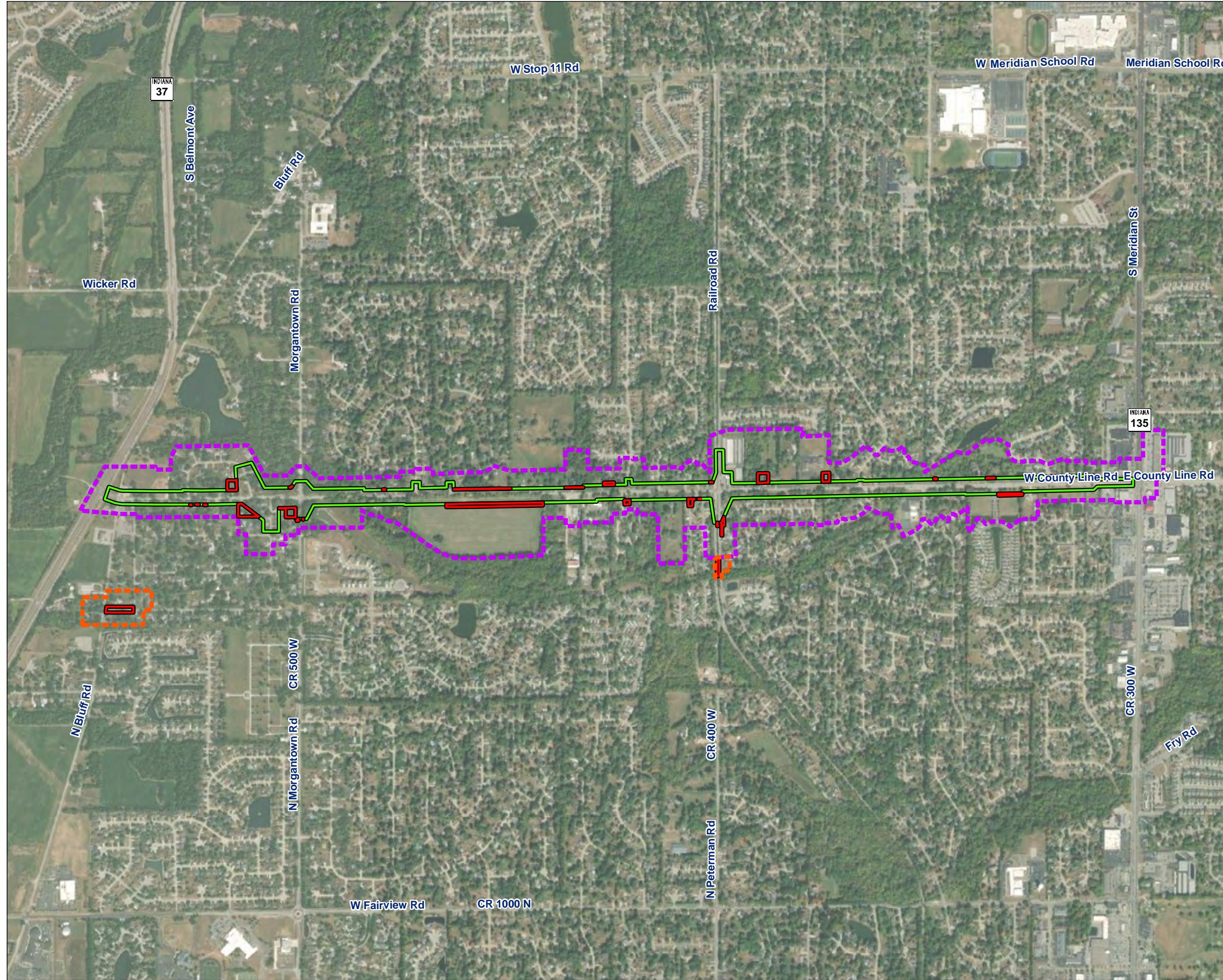
This addendum report details the results of the NRHP evaluations and recommendations of the five subdivisions. In addition, this HPR Addendum addresses above-ground cultural resources within areas added to the project footprint as a result of changes to the project footprint. These changes are: the construction of a connector road between Mount Pleasant South Street and N. Bluff Road; and additional drainage areas along Railroad Road.

Leah J. Konicki served as principal investigator and report co-author; Douglas Terpstra, Sarah Terheide, and Nora Hillard conducted historical research and served as report co-authors, all of whom contributed to the NRHP eligibility evaluations of the architectural resources

discussed in this addendum. Ms. Konicki and Mr. Terpstra meet the Secretary of the Interior's Professional Qualifications Standards. Figures were completed by Tina Davis and Jeremy Thornburg.

Table 1. Subdivisions Under Consideration.

Subdivision Name	SHPO Comments
<i>Johnson County</i>	
Richards and Landers Mt. Pleasant Subdivision	As stated in the Indiana SHPO response, "The Richards and Landers Mt. Pleasant subdivision is a good example of Transitional Development with American small houses and ranches and is eligible for the NRHP under Criterion A under Community Planning & Development. This subdivision utilizes a grid plan and is placed along a major roadway with easy access to city. While there are some alterations, the subdivision retains integrity to convey the type of suburb it is."
Wood Creek Estates	As stated in the Indiana SHPO response, "Wood Creek Estates is eligible under Criterion A and C under Community Planning & Development and Architecture. It is a Custom Development of approximately 100 houses mostly dating to the mid-1970s, composed of ranches, stacked ranches, bi-levels, and split-levels. There are curving streets and culs-de-sac present, and this subdivision is located near churches and commercial development."
Carefree Subdivision	As stated in the Indiana SHPO response, "The Carefree subdivision is eligible under Criterion A and C <i>[sic.]</i> under Community Planning & Development and Architecture. It is a Custom Development composed of approximately 700 houses including a variety of architecture types and styles, curving streets and culs-de-sacs, a central clubhouse and pool. It is located along a major roadway with easy access to churches or commercial buildings."
<i>Marion County</i>	
Ridge Hill Trails	As stated in the Indiana SHPO response, "Ridge Hill Trails is eligible under Criterion <i>[sic.]</i> A and C, Community Planning & Development and Architecture. It is a Custom Development subdivision with an interesting curvilinear plan, composed of a variety of styles and types. It remains as an intact 'entry level' Custom Development that is very cohesive and uniform. We wish to point out that Custom Developments to not have to be architect-designed alone, they can be Custom by way of the subdivision builder."
Hill Valley Estates	As stated in the Indiana SHPO response, this subdivision "is eligible under Criterion <i>[sic.]</i> A and C under Community Planning & Development and Architecture. It is a good example of a Custom Development composed of a wide variety of types and styles (ranch, bi-level, split-level, stacked ranch) with Neo-Eclectic and Mansard details, among others. The subdivision boasts curvilinear streets with sidewalks and curbs and retains good integrity as an intact 'entry-level' Custom Development." It should be noted that the Indiana SHPO indicated that this subdivision is known as Royal Meadows, and was originally platted as Hill Valley Estates. We could find no references to the subdivision as Royal Meadows, as discussed in more detail below. The name Hill Valley Estates is used throughout this document.



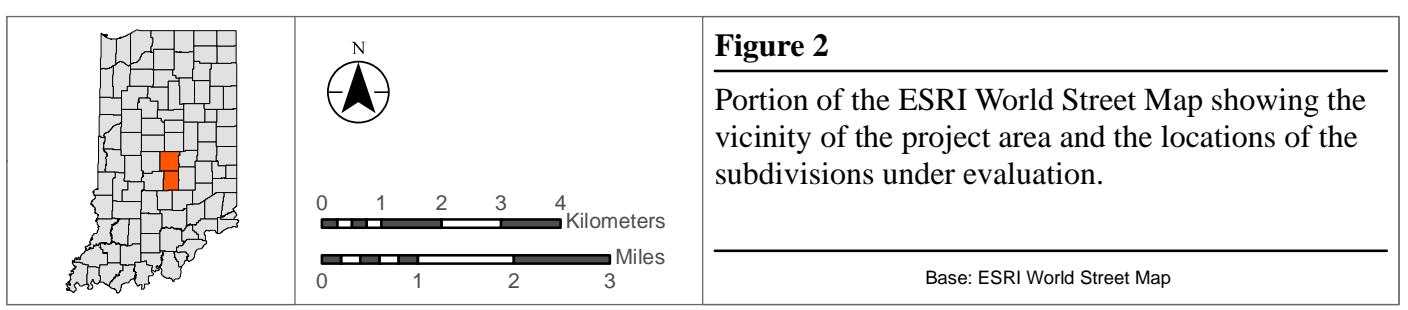
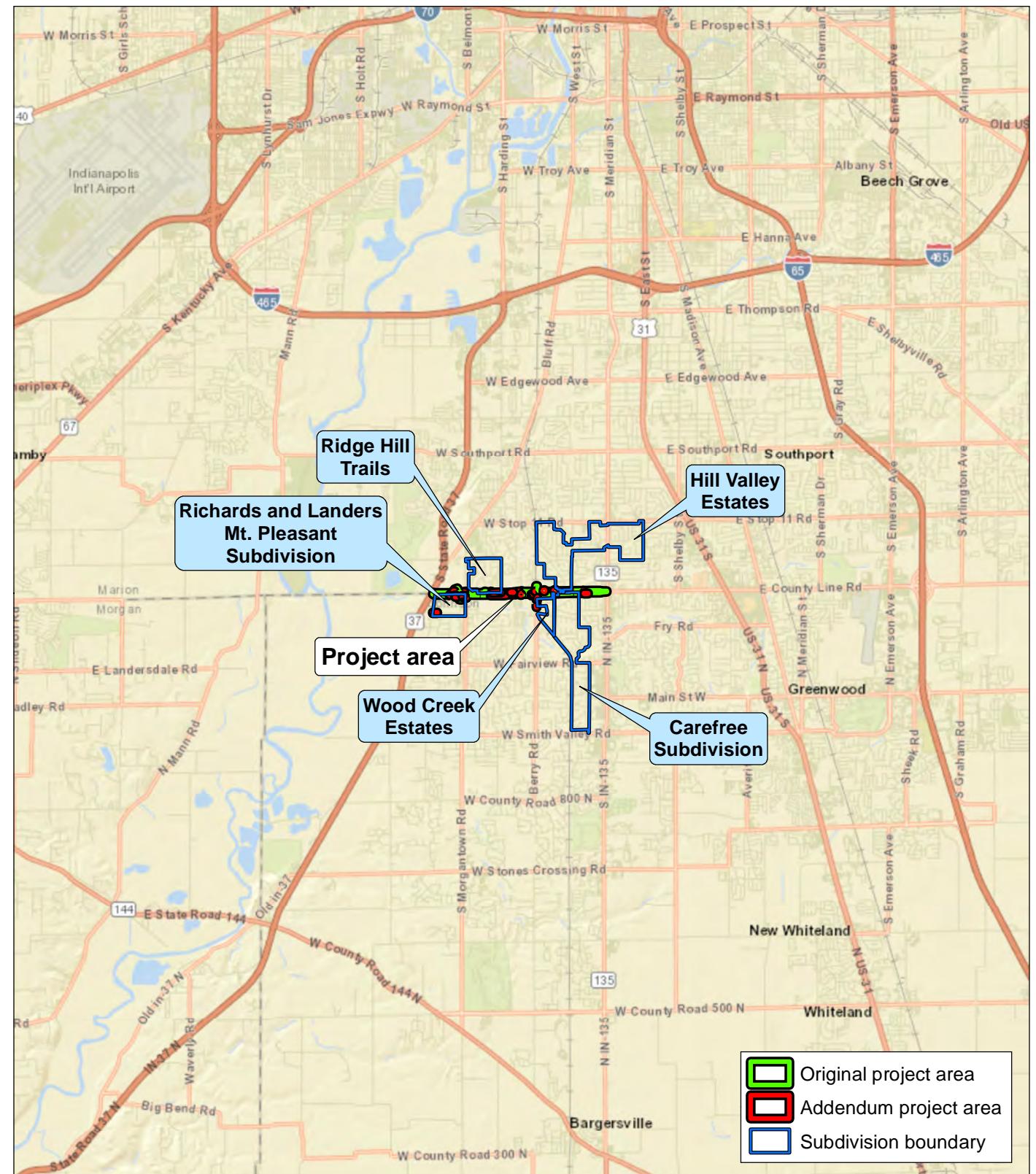
- Original project area
- Original APE
- Addendum project area
- Addendum APE

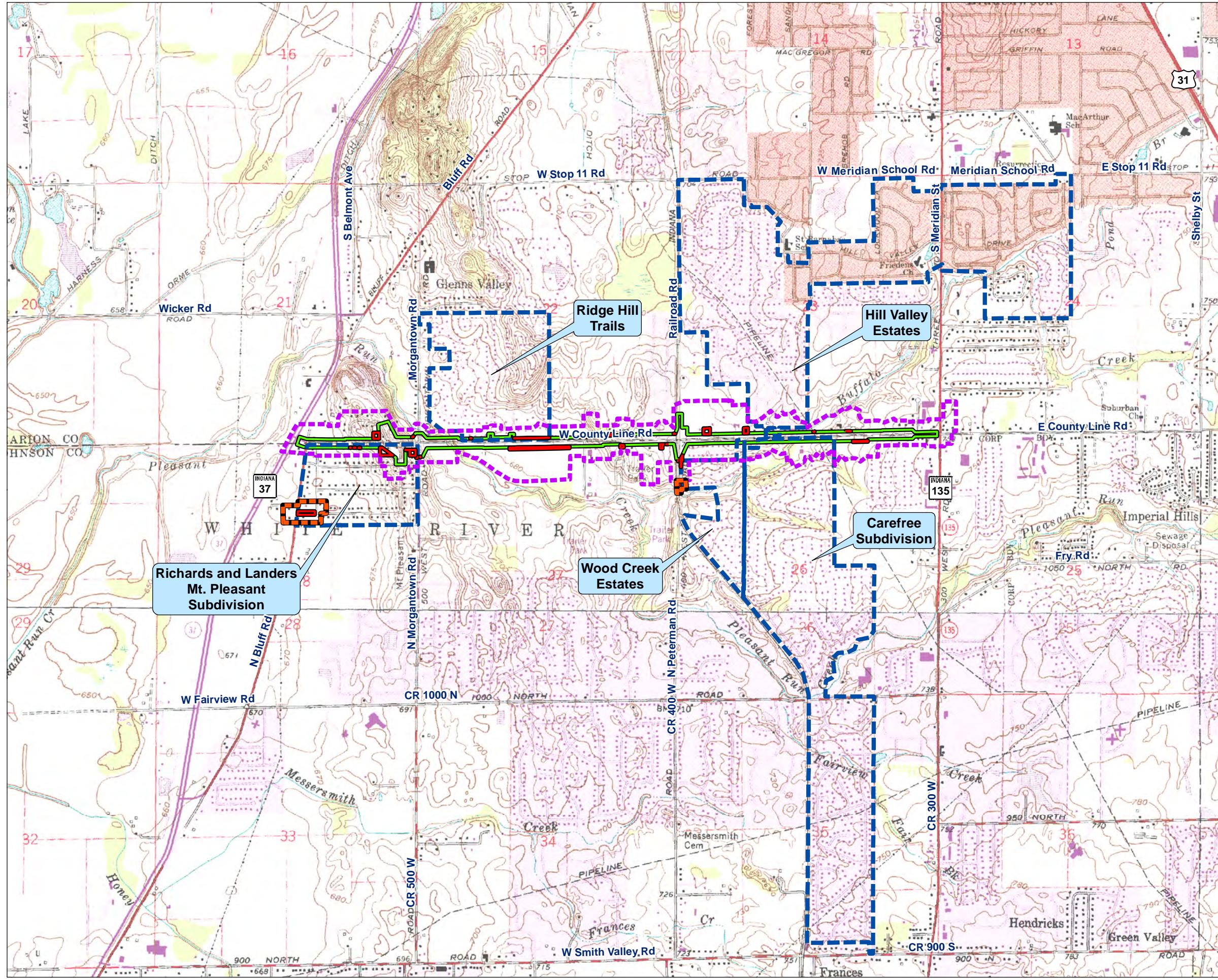
Base: ESRI World Imagery  
Aerial photograph 2020



**Figure 1**

Aerial photograph showing the project area and APE for the County Line Road Added Travel lanes Project (Des. No. 2002553; DPW Project ST-45-067).





- [Green Box] Original project area
- [Purple Box] Original APE
- [Red Box] Addendum project area
- [Orange Box] Addendum APE
- [Blue Dashed Box] Subdivision boundary

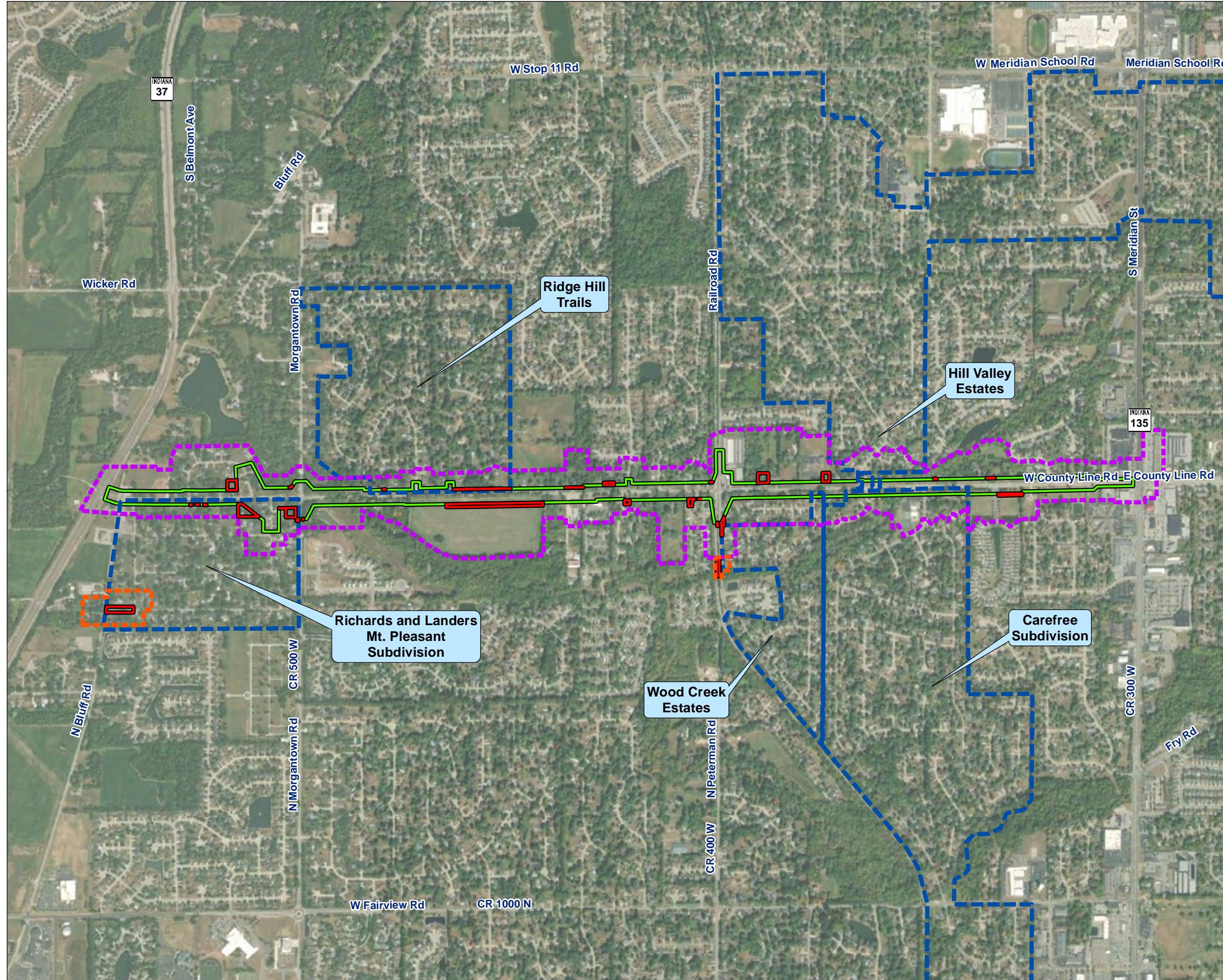
Base: USGS Bargersville, Beech Grove, Greenwood and Maywood, Indiana, 7.5' series quadrangles



0 200 400 600 800 1000  
Meters  
0 1000 2000 3000  
Feet

**Figure 3**

Portions of the 1992 Bargersville, 1998 Beech Grove, 1992 Greenwood, and 1998 Maywood, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the locations of the subdivisions under evaluation.



Subdivision boundary  
Original project area  
Original APE  
Addendum project area  
Addendum APE

Base: ESRI World Imagery  
Aerial photograph 2020



**Figure 4**

Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the locations of the subdivisions under evaluation.

## METHODS

ASC, under contract with HNTB, completed an addendum to the HPR for the proposed County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067; DHPA No. 27053) in Perry Township, Marion County and White River Township, Johnson County, Indiana. The completed report documented the analysis and evaluation efforts for the identified resources. Above-ground resources were evaluated in accordance with Section 106, NHPA of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As outlined in Table 1, above, the Indiana SHPO's letter identified five subdivisions that they are recommending eligible for inclusion in the NRHP utilizing information from the *Residential Planning and Development in Indiana, 1940–1973* Multiple Property Documentation Form (Higgins 2018) [hereafter to be referred to as the “MPDF”]. Each of these five subdivisions are discussed individually, below.

## METHODOLOGY

In order to analyze and evaluate each of the identified subdivisions, primary research was done for each of the subdivisions under consideration. This research included extensive review of contemporaneous newspaper articles and advertisements, historic maps and aerial photographs, and original subdivision plats. Similar research was undertaken to investigate subdivisions of similar age and composition for comparative purposes. Additional fieldwork was conducted as needed to further document resources in each subdivision.

## HISTORIC PROPERTY IDENTIFICATION

The five subdivisions identified by the Indiana SHPO as NRHP-eligible were evaluated using the NRHP Criteria for Evaluation, the MPDF entitled *Residential Planning and Development in Indiana, 1940–1973* (Higgins 2018), and the National Cooperative Highway Research Program's (NCHRP's) *A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing* (Pettis et al. 2012) (hereafter referred to as “NCHRP Study”). Each is discussed briefly below.

There are four criteria for a property to be eligible for NRHP nomination. A property must meet one or more criteria to be eligible. The four criteria are:

- A. Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Properties that are associated with the lives of persons significant in our past;

- C. Properties that embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (used to define historic districts); and
- D. Properties that yield or may be likely to yield, information important in prehistory or history. Criterion D rarely applies to standing buildings or structures.

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

- (a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- (b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- (c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.
- (d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- (e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- (f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- (g) A property achieving significance within the past 50 years if it is of exceptional importance.

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

### **MPDF: *Residential Planning and Development in Indiana, 1940–1973***

The MPDF describes the various types of subdivisions that developed during the period of significance (1940–1973), outlines a historic context, and outlines criteria for registration for subdivisions from the period of significance.

One subdivision has been identified as an example of a Transitional Development. The MPDF lists the following characteristics of the Transitional Development (ca. 1945–1955) subtype (Higgins 2018:267 and 268):

- “Transitional Subdivisions were typically platted before 1955 (or 1950 in many communities) . . .”;
- “Transitional Subdivisions were . . . usually located within or adjacent to the community core.”;
- “Transitional Subdivisions were typically laid out on a grid and made use of existing plats, street layout, and municipal services”;
- “Transitional Subdivisions often blurred the line between traditional developments of the late nineteenth and early twentieth centuries and the forthcoming development of the mid-1950s and beyond.”
- “Dwellings in Transitional Subdivisions typically include American Small Houses and Ranch houses.”

Four of the subdivisions under consideration are examples of Custom Developments. The MPDF lists the following characteristics of Custom Developments (ca. 1950–1973) [Higgins 2018:268 of Section F]:

- “Custom Developments were most likely to be developed after 1950 as the state moved away from the war period. . .”
- “Societal and cultural trends during this time spurred the evolution of the homebuyer as a sophisticated consumer with personal choice, which influenced the development of Custom Developments tailored to meet a variety of needs and preferences.”
- “Custom Developments . . . are typically carefully crafted to accommodate variations in topography, natural settings, or manmade features such as lakes and golf courses, which became critical selling points.”
- “Custom Developments were typically, smaller, ranging from a dozen to less than 100 residences. However, larger examples were developed, with builders often filling multiple successive plats extending the limits of the Custom Development. . .”
- “Houses may be architect-designed or custom-designed by a builder and typically exhibit more variation than housing stock associated with Transitional and Tract Developments. Ranch houses, Split-levels, Bi-levels, and massed two-story houses are common, as are Contemporary, Builder Modern, and Neo-Eclectic dwellings.”

## Requirements for Eligibility under the MPDF

Among the considerations the MPDF lists to take into account in an analysis of significance under Criteria A and C are the following (Higgins 2018:270–273):

- “Direct relationship with specific trends such as the growth of bedroom communities, provision of veterans’ housing, economical housing of the readjustment era, or community planning and suburbanization” in the areas of Community Planning and Development or Social History;
- “Relationship to other contemporaneous development” in the area of Community Planning and Development;
- “Reasons for the planning and establishment of the development and how well the development met its intended purpose” in the areas of Community Planning and Development, Industry, Military, Economics, Social History, or Ethnic Heritage;
- “Use and influence of government provisions and standards” in the areas of Community Planning and Development or Politics/Government;
- “Influence of and response to community planning efforts, zoning, local building codes, and other development regulations” in the areas of Community Planning and Development or Politics/Government;
- “Use of innovative practices or methods” in the areas of Community Planning and Development or Architecture;
- “The development’s place within the portfolio of the developer” in the areas of Community Planning and Development or Architecture;
- “Influence of the development on other initiatives (by the same or different developers)” in the areas of Community Planning and Development or Economics; and
- “Role of the development in spurring associated development such as commercial nodes, schools, and churches” in the areas of Community Planning and Development or Economics.

## Requirements for Eligibility under the NCHRP Study

Project architectural historians/qualified professionals (QPs) recognize that the MPDF supersedes the NCHRP, but the NCHRP contains relevant guidance (as indicated). The following discussion is therefore included as a supplemental point of comparison.

The NCHRP Study also contains relevant guidance. The document states, in part:

“In addition, the house or neighborhood should be differentiated from other similar examples. Not all post-war houses and neighborhoods can be significant examples of the response to housing needs following World War II. It should be understood and demonstrated that an individual residence or district is an important example representing the area of significance if there are similar properties or groups in the area. To identify relative importance among similar properties, refer to the historic context and consider whether the neighborhood or property is:

- One of the firsts of its type;
- A model that influenced other property development;
- A subdivision that introduced a new concept; and
- Distinctive from others and why.”

## NRHP ELIGIBILITY EVALUATIONS AND RECOMMENDATIONS

### RICHARDS AND LANDERS MT. PLEASANT SUBDIVISION

**Description:** Richards and Landers Mt. Pleasant Subdivision is bounded by County Line Road in the north, Morgantown Road in the east, Bluff Road in the west, and the property line of the lots south of Mt. Pleasant South Street in the south (Figures MP 1 and MP 2). The subdivision originally was platted in 1947 with 163 lots, although some of the original lots have subsequently been combined. The lots between Bluff Road and Mt. Pleasant West Street are irregular in size due to the diverging orientation of the two roads, but the remainder of the lots are generally standard sized and set in a rectangular street pattern. Most of the subdivision is residential in use, although commercial properties occupy the northern five lots between Bluff Road and Mt. Pleasant West Street.

Examination of the Johnson County GIS website (<https://beacon.schneidercorp.com/Application.aspx?AppID=129&LayerID=1554&PageTypeID=1&PageID=939>) identified building dates ranging from 1944 through 1997, exclusive of the aforementioned commercial buildings.<sup>1</sup> Of the 135 houses in the subdivision (as of August 2021), 62 date to 1955 or earlier.<sup>2</sup> Forty-seven houses were built between 1956 and 1960, including 27 in 1956 alone. From 1961 through the 50-year cutoff date from the letting date for NRHP eligibility (1973), another 14 houses were built. An additional 12 houses were built between 1974 and 1997. In all, a little less than half of the existing houses in the subdivision were constructed in the years ending with 1955, the cut-off date for Transitional Developments given in the MPDF. Most of these houses are Ranch houses, although a few are American Small House types (Photographs MP 1–MP 4). One house with possible individual significance is a Lustron house located outside of the APE at 1159 Bluff Road; the house has been altered through the application of siding, and its identification as a Lustron house is preliminary. There have been no alterations to the road layout or additions to the plat since it was recorded in 1947. Land use has remained residential, with the exception of commercial development that has more-or-less remained on the lots designated for such use at Bluff Road and County Line Road (see below). Houses have undergone common alterations,

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<sup>1</sup> Two of the houses that are dated to before the plat was filed are Ranch houses that would be atypical for the 1940s; these are likely mistakes in the property records. The other two construction dates may also be mistakes, although one of these houses is located on Bluff Road, which pre-dates the subdivision, and so may have been an existing house incorporated into the plat.

<sup>2</sup> This number includes the four that supposedly pre-date the plat.

including replacement siding and/or replacement windows. Three houses along County Line Road have recently been demolished as part of improvements related to I-69 construction. The subdivision retains sufficient integrity to convey its age and property type.

**Historical information:** Harry S. Richards and his wife Florence E. Richards filed the plat for Richards and Landers Mt. Pleasant Subdivision with Johnson County in 1947 (Photograph MP 5). The name Landers is not found in the text accompanying the plat map, except in the name of the subdivision, and the identity and role of Landers is unclear. The plat includes a number of covenants including building and shade tree setbacks, racial restrictions, septic tank requirements, restrictions on land use<sup>3</sup>, minimum standards for dwelling size and exterior materials, and locations of easements for future public utilities.

The earliest newspaper reference to Richards and Landers Mt. Pleasant Subdivision found during research is a mention in the *Franklin Evening Star* in June 1948, noting Harry S. Richards' sale of a lot in the subdivision (*Franklin Evening Star* 1948). A total of eight such newspaper notices were identified in the *Franklin Evening Star* in 1948, and more followed between 1949 and 1956. A request was made in September 1950 to the Johnson County highway department to take over maintenance of the streets in the subdivision (*Franklin Evening Star* 1950). A 1956 aerial photograph that includes the northern half of the subdivision shows numerous houses along County Line Road and the northern side of Mt. Pleasant North Street; most of the south side of the latter road was not yet built on (Figure MP 3). Houses also were present between Mt. Pleasant East Street and Morgantown Road, and a few commercial buildings were present at the intersection of Bluff Road and County Line Road (MapIndy 2021).

### **Analysis and Comparatives**

In their letter of July 6, 2021 (revised July 15, 2021), the Indiana SHPO stated that:

*“The Richards and Landers Mt. Pleasant subdivision is a good example of Transitional Development with American small houses and ranches and is eligible for the NRHP under Criterion A under Community Planning & Development. This subdivision utilizes a grid plan and is placed along a major roadway with easy access to the city. While there are some alterations, the subdivision retains integrity to convey the type of suburb it is.”*

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<sup>3</sup> According to one of the covenants included with the plat, Lots 13 through 16 could be used for business purposes; these lots and Lot 12 are the present commercial properties between Bluff Road and Mt. Pleasant West Street. All other lots were restricted to residential use.

The MPDF lists the following characteristics of the Transitional Developments (ca. 1945–1955) subtype (Higgins 2018:267 and 268):

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

The Richards and Landers Mt. Pleasant Subdivision has some of these characteristics, but not all. The subdivision was platted in 1947 and includes American Small Houses and Ranch houses. However, the subdivision is not located within or adjacent to a community core, as it is more than four miles from the center of Greenwood. Aerial photographs from 1956 and 1962 do not show other subdivisions in the vicinity of Mt. Pleasant, with the exception of the initial construction of the Glenns Valley Addition subdivision immediately to the north in Marion County (MapIndy 2021) [Figures MP 3 and MP 4].

There was no existing plat or street layout to tie into, other than the existing Bluff, Morgantown, and County Line roads, which were the primary rural roadways at the time. The subdivision does not include or tie into a proper street grid. Its internal road network has only three connections to adjoining roadways (two with County Line Road and one with Morgantown Road), providing little sense of interconnectedness with the surrounding area. There are minimal intersections within the subdivision, providing little sense of a web of streets and few possibilities for multiple routes through or around the subdivision. The subdivision is expressed as a finite closed area, rather than tying into a larger whole of existing neighborhoods or community. The latter is one of the prime characteristics of a Transitional Development, builders using existing plats, street networks, and municipal services to build as quickly and cheaply as possible out of existing infrastructure, which is why this subdivision type is significant. The covenant requiring septic tanks shows that municipal sewer service, at the least, was not available, and it is unlikely that municipal water was available either. Given that not quite half of the residential lots had been built on through 1955 shows that the subdivision was not particularly attractive to builders looking to quickly construct housing.

The description of Transitional Developments given in the MPDF on pages 247 and 248 states that such developments “were typically found in the readjustment period and through the first wave of Suburbanization (1945–1955)”; however, more than half of the Richards and Landers Mt. Pleasant Subdivision was built on after 1955. The MPDF also states “many of these developments were small subdivisions platted...on vacant land abutting residential growth of the early twentieth century, although some large developments emerged in more typical suburban settings.” In addition, “developments situated near community cores or along first-tier growth areas commonly employed the rectilinear grid of prior development, while those on the outskirts favored the trend toward curvilinear streets.” The Richards and Landers Mt. Pleasant Subdivision was not platted on land abutting earlier residential growth and seems to have been particularly isolated from nearby communities, resulting in a slow build-out, rather than in a typical suburban setting. The subdivision also did not favor the trend toward curvilinear streets, keeping with the traditional rectangular street pattern despite not being restricted to a street grid layout by earlier development.

The basic significance of the Transitional Development type is that it represents a span of time in the post-war period when builders were attempting to meet the strong demand for housing by making use of existing urban street layout, plats, utility lines, and community services to more quickly construct neighborhoods (Higgins 2018:267). Transitional Developments reflect both older modes of development due to making use of existing infrastructure and the newer suburban models due to being built out with the newer Ranch and American Small House types and reflecting some of the emergent concepts of subdivision design. Richards and Landers Mt. Pleasant Subdivision does not reflect this significance. Mt. Pleasant was platted in an isolated location far from an existing street grid, previous plats, or municipal services and was not an expansion of existing pre-war suburban development. The subdivision uses a rectangular street layout, but not as a result of tying in to an existing street grid, and shows a lack of concern or familiarity with Federal Housing Administration (FHA) design principles.

The MPDF states “to be eligible under Criterion A, a historic district must be specifically related to a particular aspect of history and important themes in mid-twentieth century residential planning, design, and development in Indiana...contextual information must be presented to differentiate a historic district from similar examples under the same theme (Higgins 2018:270).” Also, “a historic district eligible under the MPDF is likely to be evaluated under Criterion A in the

area of Community Planning and Development in consideration of its contribution to land use, growth, and development within the applicable context or efforts to take advantage of housing provisions or legislation in the establishment of communities.” The Richards and Landers Mt. Pleasant Subdivision does not meet these standards.

Consideration of significance under Criterion A can also be informed by examination of other documents, such as the NCHRP Study. The Richards and Landers Mt. Pleasant Subdivision was not one of the first of its type in the Indianapolis suburbs, as at least the community of Homecroft expanded with Transitional Developments at an earlier date. The subdivision did not influence other property development, as little other development occurred in its proximity for many years after its platting. The subdivision mirrored older concepts in plat design, but without existing roadway networks influencing the design.

Among the considerations that the MPDF lists to take into account in an analysis of significance are the following (Higgins 2018:270 and 271):

- “Direct relationship with specific trends such as the growth of bedroom communities, provision of veterans’ housing, economical housing of the readjustment era, or community planning and suburbanization”:

The Richards and Landers Mt. Pleasant Subdivision was not platted within or adjacent to a bedroom community, nor did it lead to the development of a new bedroom community. Greenwood and its environs to the east along US 31 became the focus of post-war residential development, rather than the SR 37 corridor. Although there no doubt were veterans among those who purchased lots within the subdivision, no evidence was found to show that the subdivision was specifically platted for or marketed to veterans. Harry S. Richards sold lots within the subdivision, but no evidence was found to show that he built any houses. Indeed, the plat covenants mandating minimum standards suggest that he was content to leave homebuilding to the purchaser of the lot. Given this fact and the relatively slow build-out of the subdivision, the subdivision did not play an important role in providing economical housing in the readjustment era. Finally, and to repeat, the subdivision was platted in a relatively isolated location, with access to the city on SR 37, but miles from the emerging residential and commercial core around Greenwood.

- “Relationship to other contemporaneous development”:

In general, residential development in the second half of the twentieth century started further east closer to US 31 and spread west along County Line Road toward SR 37. The only

roughly contemporaneous development that shared the SR 37 corridor with Mt. Pleasant for many years was the small Glenns Valley Addition subdivision, which was platted in 1953.

- “Reasons for the planning and establishment of the development and how well the development met its intended purpose”:

No evidence was found to show that Harry S. Richards was a builder or developer. The text portion of the filed plat simply states that Richards and his wife were the owners in fee simple of the land being subdivided. Given these facts and the isolation of the subdivision from existing communities, it appears that Richards’ reasons for the planning and establishment of the development was that he was a property owner trying to gain a better financial return from his property by subdividing it and selling it as house lots. It is unclear how successful he was in his purpose; although lot sales began at least by 1948, according to the local newspaper, still fewer than half of the residential lots appear to have been built on by the end of 1955.

- “Use and influence of government provisions and standards”:

The subdivision has a simple rectangular layout despite having ample room for FHA-recommended traffic calming measures such as culs-de-sac. There were no earlier plats or road networks forcing this choice. This subdivision does not demonstrate particular significance in the use of government provisions or standards.

- “Influence of and response to community planning efforts, zoning, local building codes, and other development regulations”:

As noted above, the Richards and Landers Mt. Pleasant Subdivision was located in an isolated and rural location in 1947 and not part of an established community. Given its rural township location and the rural nature of Johnson County at the time, it is unlikely that there were any planning controls, zoning restrictions, building codes, or other regulations in effect at that time. No evidence was found to show that development of the Richards and Landers Mt. Pleasant Subdivision led to the introduction of or influenced the provisions of any local planning efforts.

- “Use of innovative practices or methods”;
- “The development’s place within the portfolio of the developer”; and
- “Influence of the development on other initiatives (by the same or different developers)”:

As noted above, there was nothing innovative in the subdivision’s simple rectangular plan. There is no evidence that Richards was a developer or was responsible for the creation of other subdivisions. Only one other subdivision, the small Glenns Valley Addition across County Line Road to the north, was developed in the vicinity of Mt. Pleasant by the early 1950s, and Mt.

Pleasant did not spur the creation of any significant additional residential or commercial properties along SR 37 or extending east along County Line Road. As noted above, development tended to extend west from US 31.

- “Role of the development in spurring associated development such as commercial nodes, schools, and churches”:

No other associated development was created as a result of Richards and Landers Mt. Pleasant Subdivision. The subdivision plat included a few commercial lots adjacent to then-SR 37 (now Bluff Road), but did not include provisions for donation of land to schools or churches, and no other commercial development emerged in the vicinity. The building of what would become Greenwood Mall along US 31 almost four miles to the east was the primary driver of commercial development in the vicinity, and the US 31 corridor also saw the building of the schools and churches that served the area.

The recommended standards have not been met to show that the Richards and Landers Mt. Pleasant Subdivision is historically significant. The existing subdivision of Homecroft was expanded in the post-World War II period and the expansions offer more typical examples of Transitional Developments in comparison to the Richards and Landers Mt. Pleasant Subdivision. Homecroft is a grid plan subdivision dating to the early twentieth century and is located on either side of Madison Avenue north of Southport, located approximately four miles northeast of the Mt. Pleasant subdivision (Figure MP 1). Homecroft served as a community core and utilized an existing road network that was expanded in the 1940s to meet housing demand. Developers platted new subdivisions adjacent to the existing Homecroft plat that tied into and built off of its roadway network.

Two small subdivisions expanded the plat of Homecroft in its southeast corner in 1940 and 1944. These changes can be seen in comparing 1941 and 1956 aerial photographs (Figures MP 5 and MP 6). The original subdivision plat was expanded westward in two additions while maintaining its street grid in 1947 and 1948. The original plat also was extended to the north in 1947 in a grid plan. By 1956, these plats, and other plats further extending the grid, were already mostly built-out, and schools were being constructed in the vicinity to serve the children of this rapidly expanding area (Figures MP 6 and MP 7).

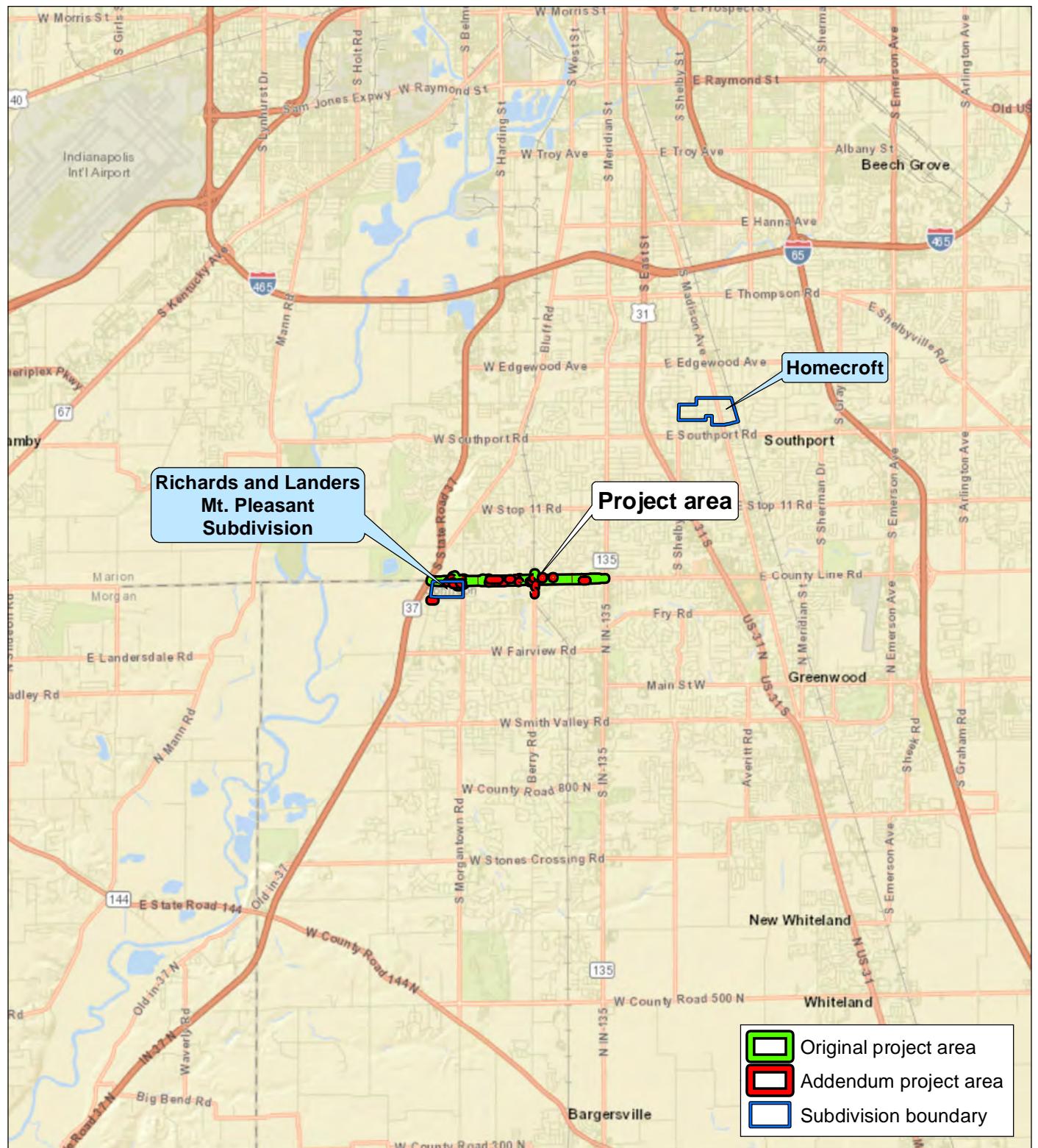
In contrast, the Richards and Landers Mt. Pleasant Subdivision, even in a 1962 aerial photograph, while mostly built-out, was still largely isolated from other suburban development,

was not adjacent to a community core, and had no community services (schools, churches, fire stations) in its vicinity. Mt. Pleasant did not influence or draw other property development to this area. The subdivision perpetuated an old concept of the grid plan, rather than innovating a new concept that influenced others. The subdivision is not a distinctive example of a Transitional Development as it does not exemplify the transition from pre-World War II to post-World War II design and construction in any demonstrable way. It is a relatively small, isolated, grid plan residential subdivision that does not appear to have influenced the wider area. The Richards and Landers Mt. Pleasant Subdivision lacks significance under Criterion A and is recommended as not eligible for the NRHP.

### **Richards and Landers Mt. Pleasant Subdivision References**

*Franklin Evening Star* [Franklin, Indiana]  
1948 Seven Lots in City Sold During Week. 17 June:8.

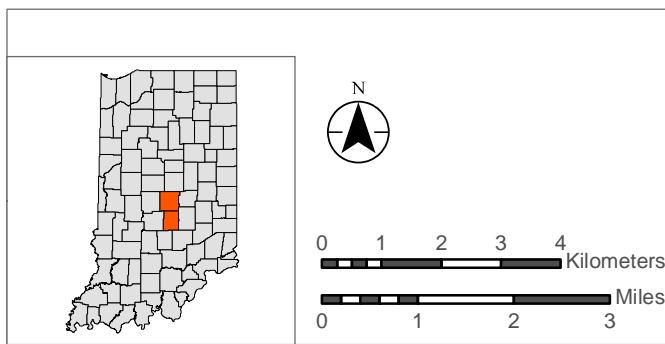
1950 Hospital Contract to Central Supply. 6 September:1.

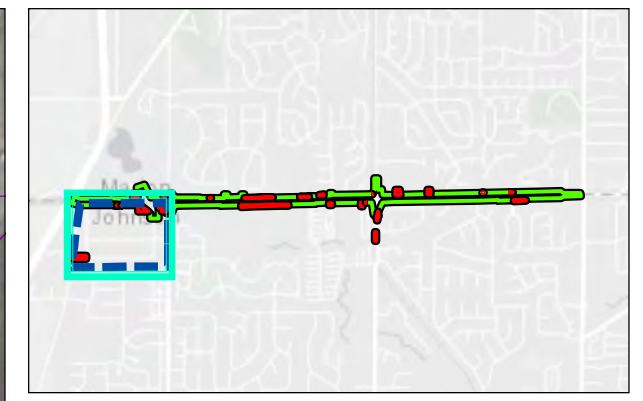
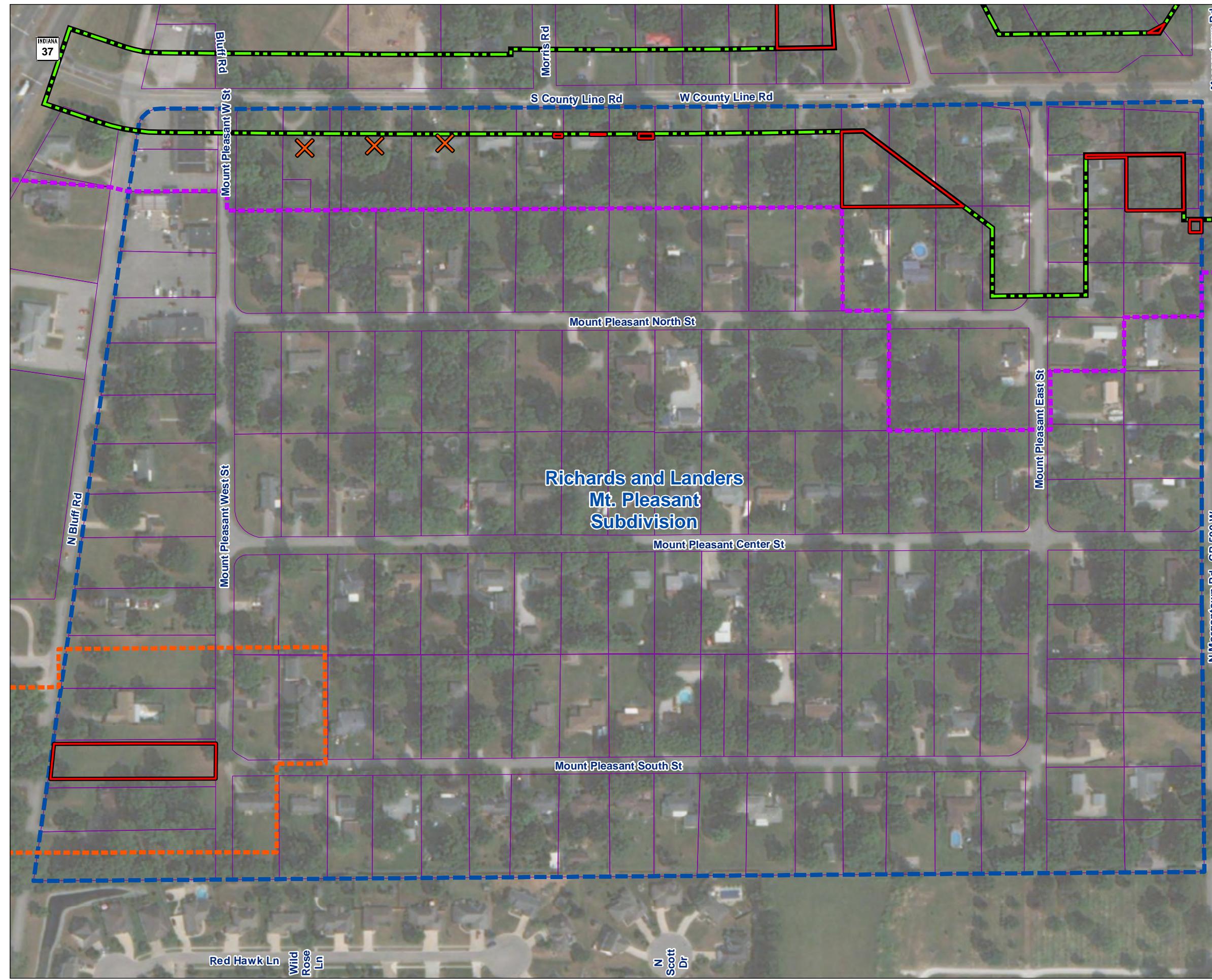


**Figure MP 1**

Portion of the ESRI World Street Map showing the vicinity of the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), the location of the Richards and Landers Mt. Pleasant Subdivision, and the vicinity of the Homcroft neighborhood.

Base: ESRI World Street Map





- Original project area
- Original APE
- Addendum project area
- Addendum APE
- Parcel boundary
- Richards and Landers Mt. Pleasant Subdivision
- Demolished

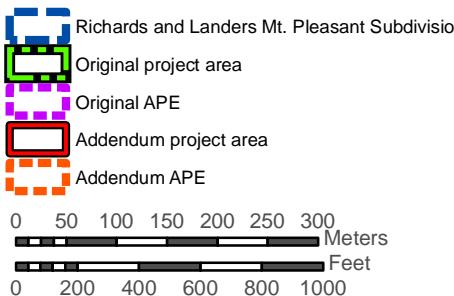
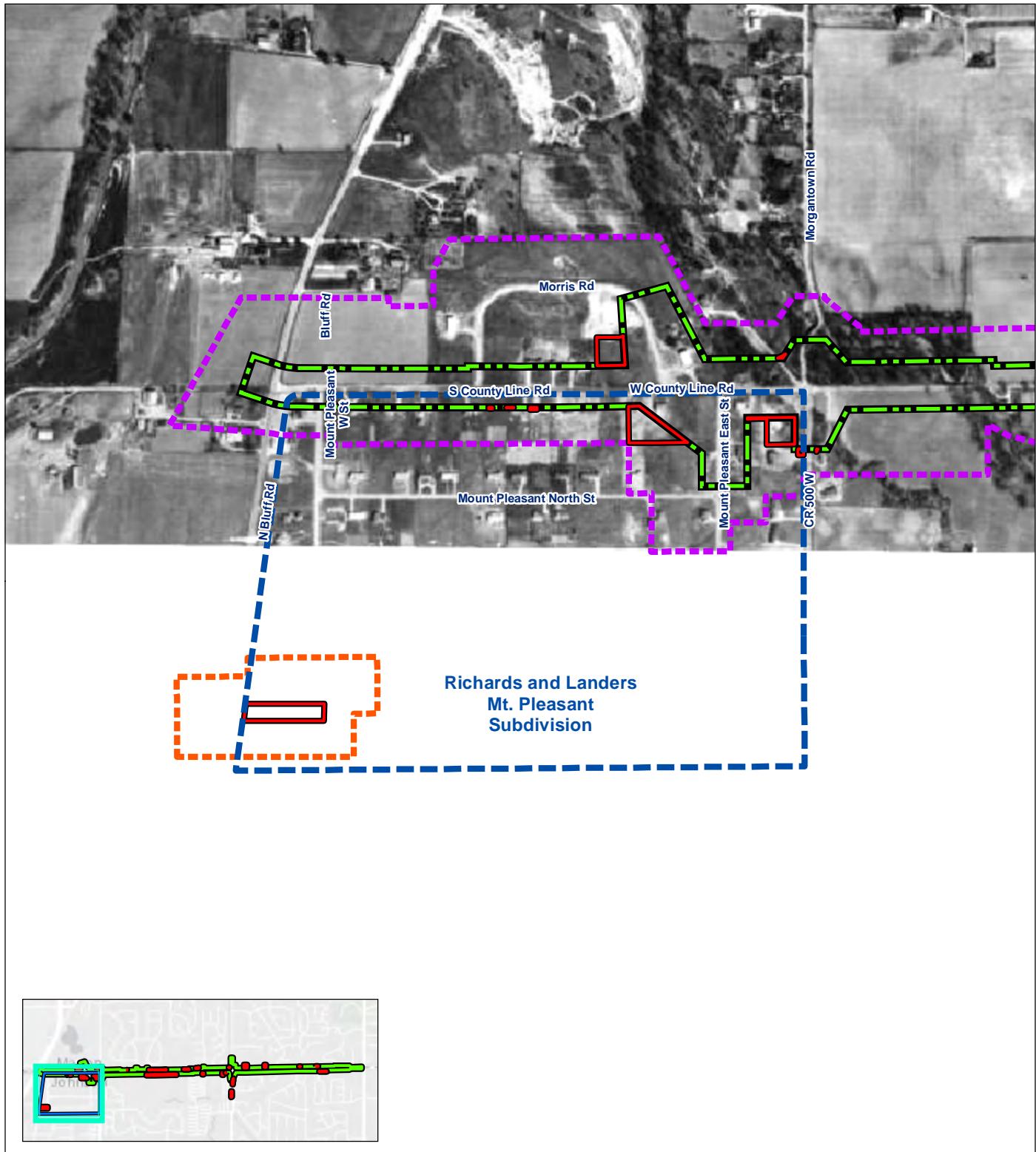
Base: ESRI World Imagery  
Aerial photograph 2020

0 20 40 60 80 100  
Meters  
0 60 120 180 240 300  
Feet



**Figure MP 2**

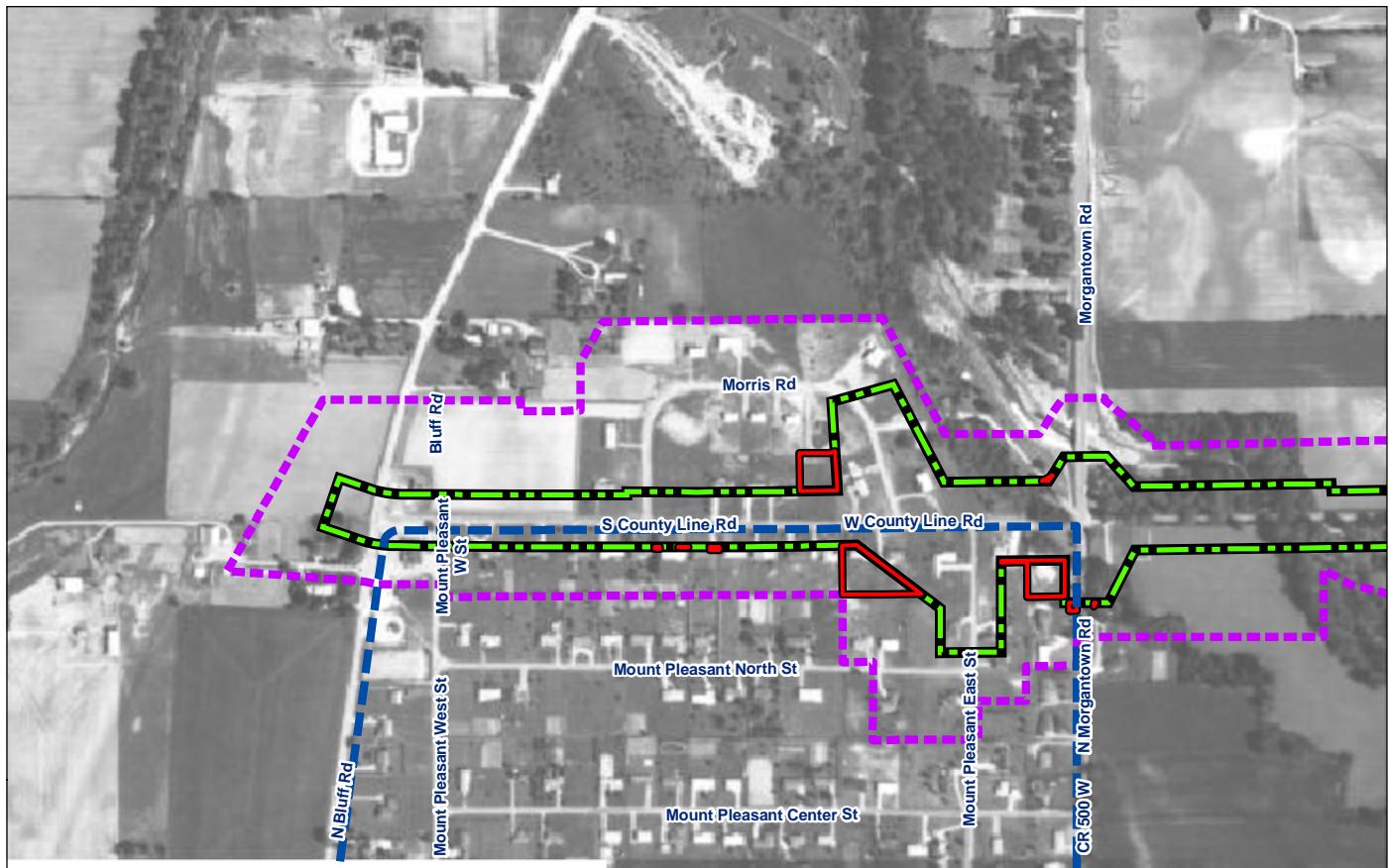
Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), the boundary of the Richards and Landers Mt. Pleasant Subdivision, and the present arrangement of lots within the subdivision.



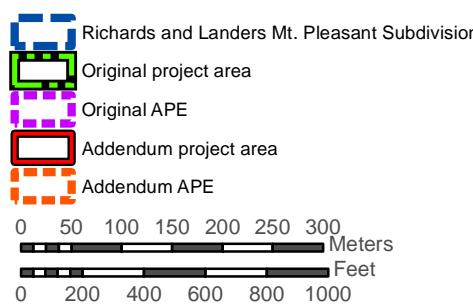
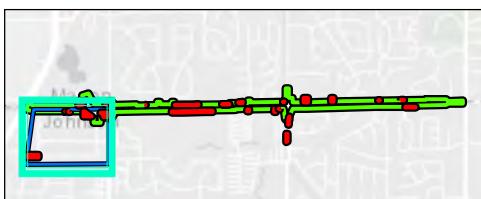
**Figure MP 3**

Aerial photograph from 1956 (MapIndy 2021) showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the northern portion of the Richards and Landers Mt. Pleasant Subdivision.

Base: Aerial photograph  
1956



**Richards and Landers  
Mt. Pleasant  
Subdivision**

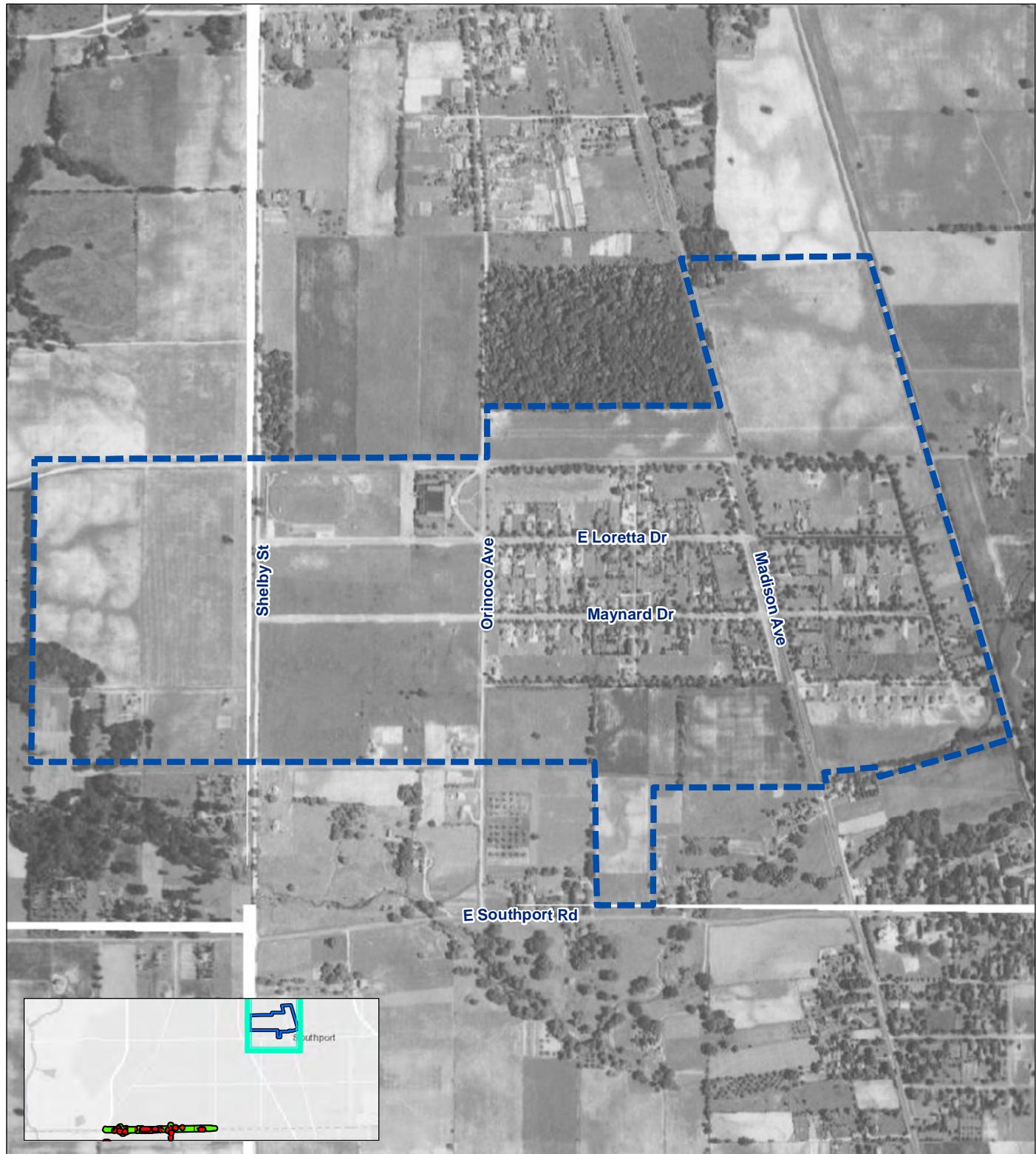


**Figure MP 4**

Aerial photograph from 1962 (MapIndy 2021) showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the northern portion of the Richards and Landers Mt. Pleasant Subdivision.

Base: Aerial photograph  
1962





Homecroft neighborhood

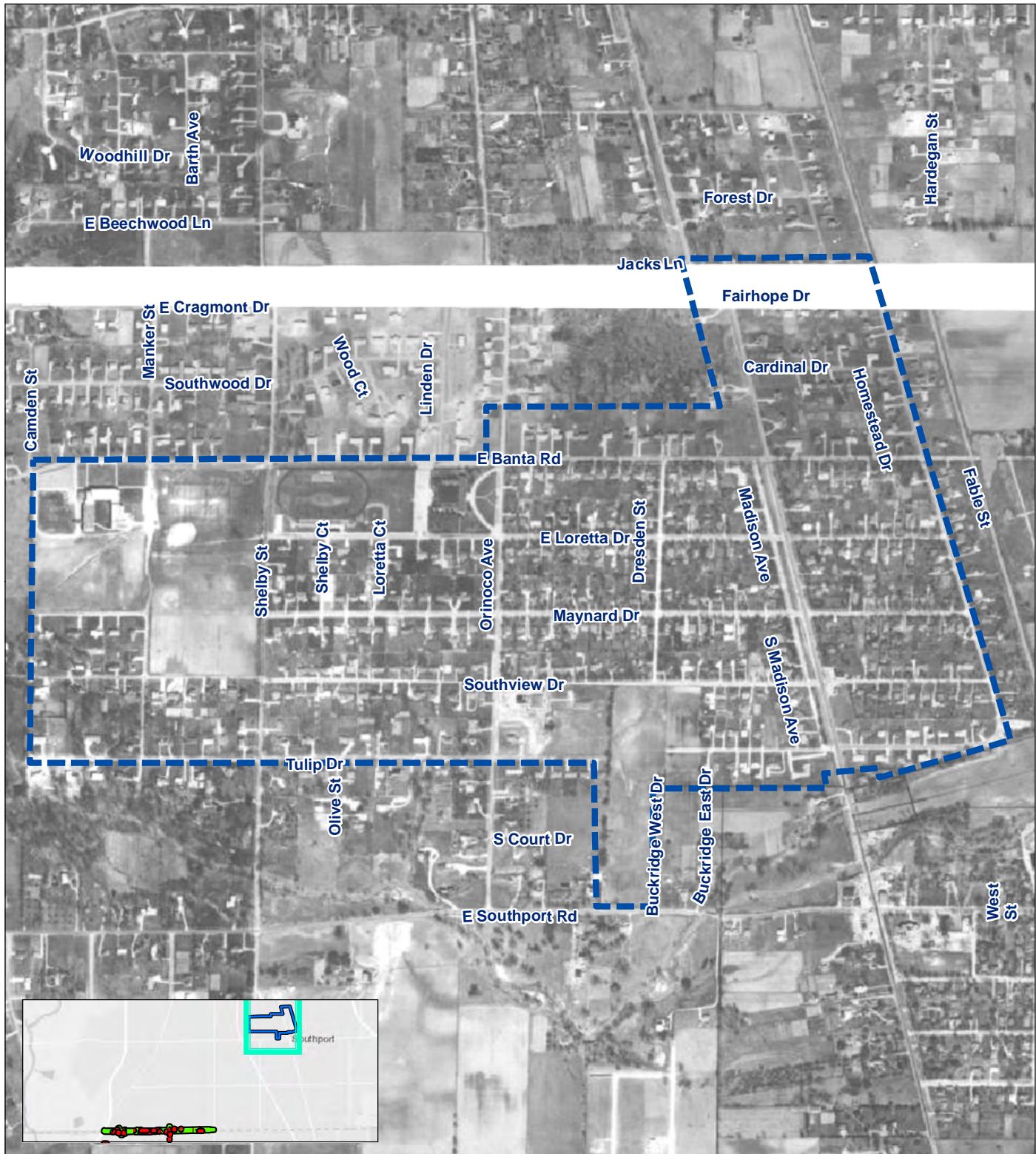
0 60 120 180 240 300 Meters  
0 200 400 600 800 1000 Feet



**Figure MP 5**

Aerial photograph from 1941 (MapIndy 2021) showing the Homecroft neighborhood before expansion with post-World War II Transitional Developments.

Base: Aerial photograph  
1941



Homecroft neighborhood

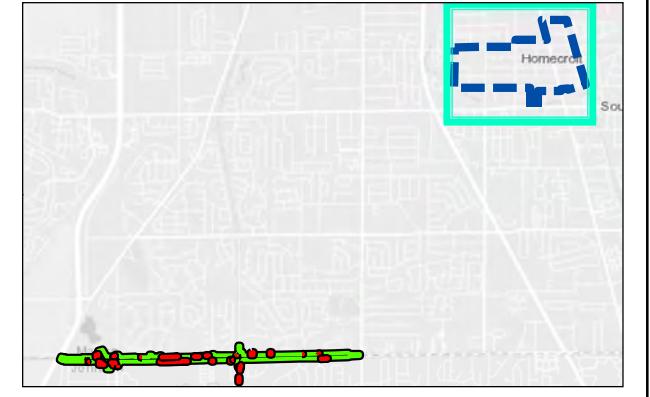
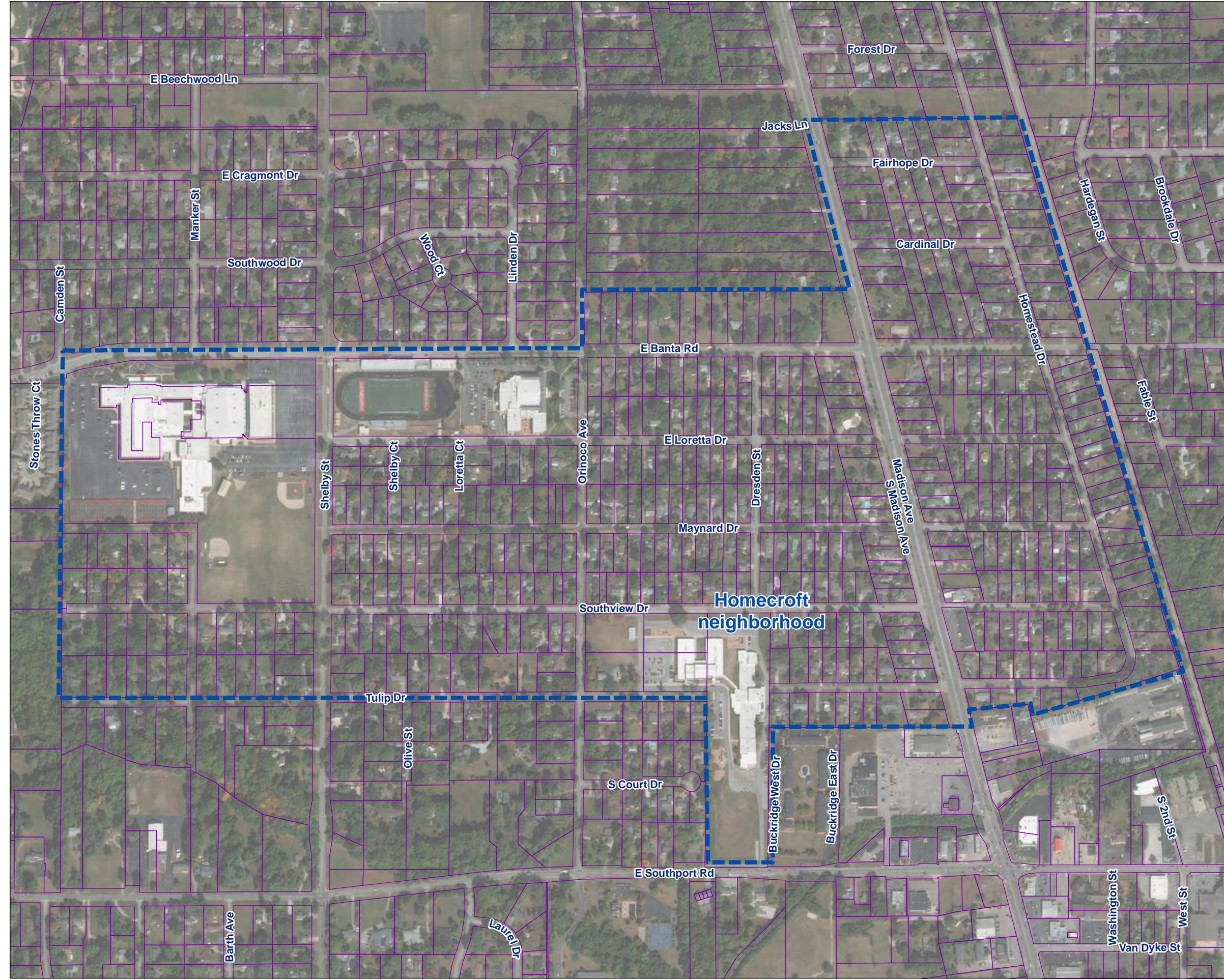
0 60 120 180 240 300 Meters  
  
 0 200 400 600 800 1000 Feet  




**Figure MP 6**

Aerial photograph from 1956 (MapIndy 2021) showing the Homecroft neighborhood as it was being expanded post-World War II with Transitional Developments building on and extending the existing street network into a grid of neighborhood streets.

Base: Aerial photograph  
1956



Parcel boundary  
Homecroft neighborhood

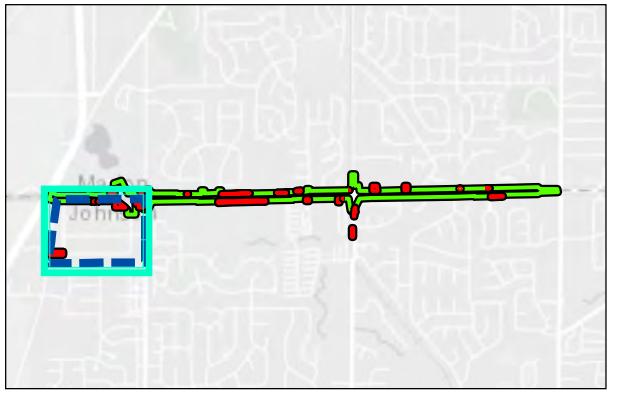
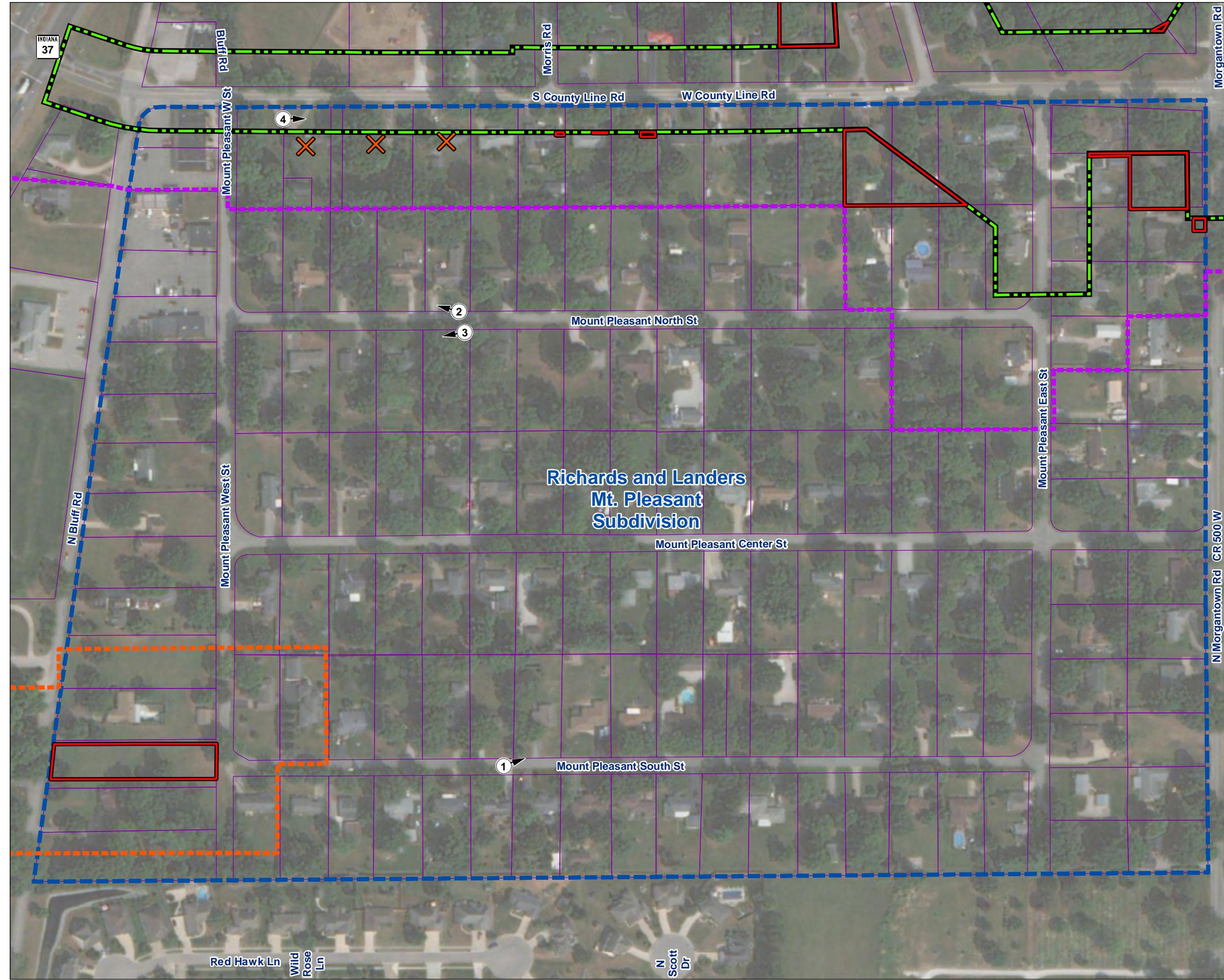
Base: ESRI World Imagery  
Aerial photograph  
2020

0 60 120 180 240 300 Meters  
0 200 400 600 800 1000 Feet



**Figure MP 7**

Aerial photograph showing the Homecroft neighborhood.





Photograph MP 1. 5172, 5156, and 5130 Mt. Pleasant South Street.



Photograph MP 2. 5252, 5278, and 5284 Mt. Pleasant North Street.



Photograph MP 3. 5251, 5271, and 5285 Mt. Pleasant North Street.

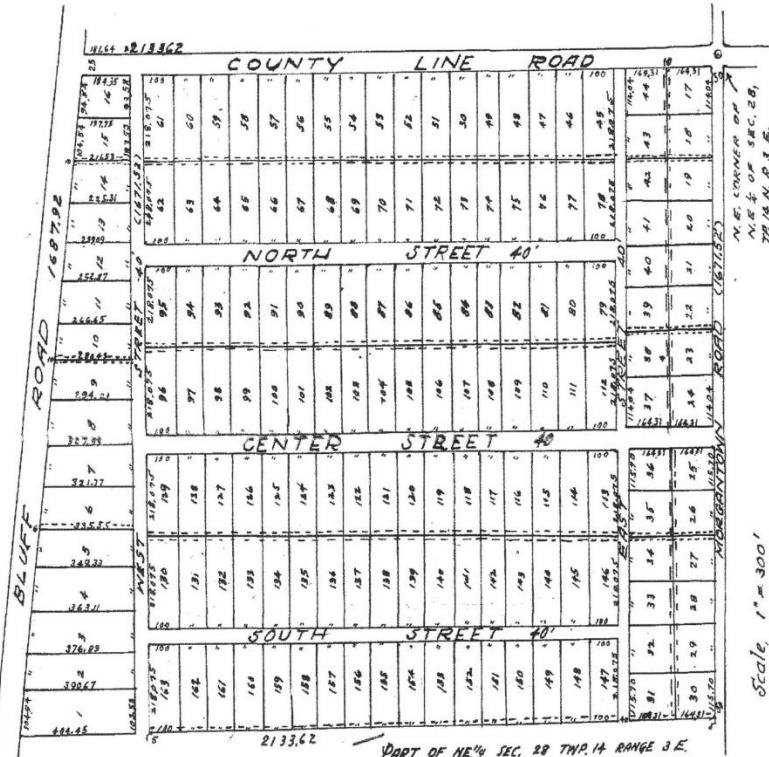


Photograph MP 4. Vacant lots along County Line Road east of Mt. Pleasant West Street. Three houses have been removed due to I-69 construction.

MT. PLEASANT SUB-DIVISION

BY

RICHARDS & LANDERS



Photograph MP 5. 1947 plat of Richards and Landers Mt. Pleasant Subdivision.

## WOOD CREEK ESTATES

**Description:** The Wood Creek Estates was initially platted in February of 1972 and was altered and re-platted later that year in July<sup>4</sup> (Photograph WC 1). Wood Creek Estates is bounded to the north by the Whispering Pines Subdivision and County Line Road, to the east by the Carefree Subdivision, to the south by the property lines at the southern end of Wood Creek Court, and to the west by Railroad Road, the Illinois Central Railroad, and the Abbey Villas Subdivision (Figures WC 1 and WC 2). This 103-lot subdivision was developed between ca. 1972 and 1987. According to the Johnson County GIS website (<https://beacon.schneidercorp.com/Application.aspx?AppID=129&LayerID=1554&PageTypeID=1&PageID=939>), one house was built in 1971. However, a 1972 aerial photograph shows no suburban development had yet occurred in the area, suggesting construction likely began after the aerial was taken in that year (Figure WC 2 and WC 3). In fact, approximately 78 percent of the houses in Wood Creek Estates were built between 1973 and 1975.

The land for Wood Creek Estates was originally sold by Oren Wright (*The Daily Journal* 1972). Wright was the head of the Republican Party in Johnson County for over 20 years, and was well-known in the Greenwood community for his lifelong passion for showing sheep (*The Daily Journal* 1980). Buffalo Creek divides the subdivision in two. The portion of the subdivision north of Buffalo Creek is not connected to the southern portion by an interior road. The northern half of Wood Creek Estates is also interrupted by a 12-acre, 22-lot development named Whispering Pines (Photograph WC 2). Whispering Pines was developed between the years of 1971 and 1980, with the vast majority of houses built in 1977 according to the Johnson County GIS website (<https://beacon.schneidercorp.com/Application.aspx?AppID=129&LayerID=1554&PageTypeID=1&PageID=939>). The southern half of Wood Creek Estates is similarly disrupted with the 10-acre lot that held Oren Wright's farmstead until the early 2000s. This 10-acre lot was later sold and was developed into the Abbey Villas Subdivision. Homes in the 32-lot Abbey Villas Subdivision were constructed from 2010–2016 (Photograph WC 3). Both Whispering Pines and Abbey Villas are completely surrounded by Wood Creek Estates. Lot sizes within the Wood Creek Estates Subdivision are fairly irregular to fit the curvilinear street plan and intruding subdivisions.

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<sup>4</sup> In the original plat, there were three lots (87–89) facing Railroad Road, north of Wood Creek Drive. Seven lots (80–86) were located along the northern side of Oren Wright's property, with lot 80 extending to the eastern boundary of his property. The re-plat adjusted the boundaries of these lots, placing lots 79–85 entirely along the northern boundary of Wright's property, and four lots (86–89) facing Railroad Road.

This neighborhood is located in White River Township in Johnson County and is directly adjacent to Perry Township in Marion County, Indiana. This area of Indianapolis experienced tremendous population growth between the 1950s and the 1970s, in part as a result of infrastructure improvements and in part because of court-ordered desegregation in Indianapolis schools. A law passed in 1949 officially abolished segregation in schools from kindergarten through university level education. This movement and other civil rights efforts in the mid-twentieth century were harshly opposed by proponents of segregation. This led to many white families relocating further from the City of Indianapolis, and moving into newly constructed suburbs in Johnson County and other surrounding counties (Donnelly 1994; Thornbrough 1994). Wood Creek Estates was one of many similar subdivisions platted in the early to late 1970s in the formerly rural area northwest of Greenwood and south of Indianapolis.

This subdivision was initially developed by Frank L. Jackson of Jackson Realty and Builders Co., Inc. There appear to have been multiple builders throughout the years, including Merrill A. Jones & Associates, Inc. and Carpenter Homes (*The Daily Journal* 1976; *The Indianapolis Star* 1973b). Most homes in the Wood Creek Estates Subdivision are slight variations on a typical mid-twentieth century Ranch style home. Some of the Ranch style homes feature Queen Anne windows or exterior decorative brick arches adorning windows and porches. There are several Bi-levels and Neo-Eclectic style houses as well (Photographs WC 4–WC 8).

Wood Creek Estates has curved streets with culs-de-sac. This type of layout is often seen in post-World War II neighborhoods and Custom Developments in particular. Curvilinear streets were encouraged by the FHA in post war developments to discourage through traffic (Pettis et al. 2012). The MPDF states that Custom Developments “are typically carefully crafted to accommodate variations in topography, natural settings, or manmade features such as lakes and golf courses, which become critical selling points” (Higgins 2018). While Wood Creek Estates has a curvilinear plan, this plan does not appear to accentuate or take advantage of the area’s natural features.

Overall, Wood Creek Estates appears to have maintained its original layout. Many of the houses retain original stone and brick siding materials. Some houses have received later additions such as larger garages or replacement siding; however, this neighborhood still retains much of its integrity as a mid-1970s subdivision.

Two examples of nearby post-World War II neighborhoods that were constructed before and during the development of Wood Creek Estates were chosen for comparison: Meridian Woods Park and Colonial Meadows. These neighborhoods were part of the large-scale suburban development that took place in the former agricultural fields located south of Indianapolis and northwest of Greenwood in the 1960s and 1970s. Meridian Woods Park and Colonial Meadows were also chosen for comparison because they are nearby examples of Custom Developments (Figure WC 1).

**Comparative Neighborhoods:** The MPDF lists the following characteristics of the Custom Developments (ca. 1950–1973) subtype (Higgins 2018:268 of Section F):

- Most likely to be developed after 1950
- Tailored to meet a variety of needs and preferences, reflecting the evolution of the “sophisticated consumer”
- Crafted to accommodate variations in topography, natural settings, or manmade features such as lakes and golf courses.
- Typically, smaller, ranging from a dozen to less than 100 homes, but sometimes larger with multiple successive plats.
- Houses are often architect-designed or custom-designed by a builder and styles include Ranch houses, Split-levels, Bi-levels, Massed Two-story houses, Contemporary, Builder Modern, and Neo-Eclectic.

Meridian Woods Park is a 355-lot subdivision that fits the criteria for Custom Developments; it is located in Marion County approximately two miles north of Wood Creek Estates. Meridian Woods Park consists of six successive sections, the first of which was platted in September of 1968. Homes in this development were constructed between 1968 and 1977. Bob Cook Realty Company and Robert J. Wilson were co-developers for Meridian Woods Park. According to a 1968 newspaper advertisement, nine custom builders were named as responsible for the construction within this subdivision. These builders were Floyd Estes, N. Gene Perkins, Gerald Mobley, R.J. Wilson and Joseph Blazek, William (Butter) Johnson, Robert and Kenneth Pate, and Tom Swift. The homes in this development were advertised as luxury custom builds. The styles represented include Ranch houses, Split-levels, Bi-levels, Builder Modern, Contemporary houses, and Neo-Eclectic houses, which includes Mansard, and Neo-Colonial (Photographs WC 9–WC 16). Meridian Woods Park is approximately a half mile from US 31/South Meridian Street and was advertised as a convenient location with a rural feel. The advertisement bragged that the community was linked to city utilities and was built near the

Southport school system and Greenwood shopping center. Other amenities included in Meridian Woods Park were a private clubhouse, swimming pool, and a 12-acre park with a lake (*The Indianapolis Star* 1968a, 1968b). The pool, clubhouse, park, and lake are still in use today (Photographs WC 17 and WC 18). The clubhouse was built in 1967 and has a contemporary design. This clubhouse retains original stone siding and overall integrity.

Variety in home style to fit the consumer's needs is a defining feature of Custom Developments, as is outlined in the MPDF. Meridian Woods Park consists of a variety of architectural styles and is a larger example of a Custom Development as described in the MPDF. Meridian Woods Park has a curvilinear layout with culs-de-sac. Curved streets in Meridian Woods Park complement the natural topography and highlight the adjacent lake and park.

Colonial Meadows is another Custom Development in the formerly rural area northwest of Greenwood and south of Indianapolis. Colonial Meadows is located approximately two miles east of Wood Creek Estates and about a mile east of SR 135. Colonial Meadows is a 148-lot development consisting of five sections. Preliminary plans for the development were approved in the spring of 1966, and homes were constructed primarily between 1966 and 1977, with several houses constructed as late as 1984. Robert Yeager and Wayne Copenhaver developed Colonial Meadows, and a series of community board-approved custom builders were responsible for designing the individual houses (*The Daily Journal* 1966a, 1966b). The scenic value of the community and proximity to amenities such as the Greenwood Shopping Center were prominent on advertisements for Colonial Meadows homes, similar to the advertisements for Meridian Woods Park (*The Indianapolis Star* 1966) [Photograph WC 19].

Colonial Meadows has a wide range of architectural styles including Ranch houses, Bi-levels, and Contemporary and Neo-Eclectic houses (Photographs WC 20–WC 24). The neighborhood has a curvilinear layout with a few culs-de-sac, which complement the nearby Pleasant Run Creek and natural topography. These characteristics and the emphasis on cohesion with the natural environment makes this subdivision a good candidate for a Custom Development as defined in the MPDF.

## Wood Creek Estates Analysis

In their letter of July 6, 2021 (Revised July 15), the Indiana SHPO stated that:

*“Wood Creek Estates is eligible under Criterion A and C under Community Planning & Development and Architecture. It is a Custom Development of approximately 100 houses mostly dating to the mid-1970s, composed of ranches, stacked ranches, bi-levels, and split-levels. There are curving streets and culs-de-sac present, and this subdivision is located near churches and commercial development.”*

With regard to the role of Wood Creek Estates in community planning and development.

In order to be significant under Criterion A, a district must be evaluated “in consideration of its contribution to land use, growth, and development within the applicable context or efforts to take advantage of housing provisions or legislation in the establishment of communities” (Higgins 2018). As previously mentioned, this subdivision was platted towards the end of the defined post-war period; however, the majority of the homes were constructed later, with the majority—65 percent—built after 1973. There is no evidence that Wood Creek Estates was the first Custom Development, as defined in the MPDF, in the area, and, as a result, it did not act as a planning model to influence future developments. Consideration of significance under Criterion A can also be informed by examination of other documents, such as the NCHRP Study. Wood Creek Estates was not one of the firsts of its type in the area northwest of Greenwood and south of Indianapolis. There is also no evidence that Wood Creek Estates influenced other property developments, introduced new concepts, or was distinctive from its contemporaries.

A historic district can be eligible under Criterion C in the area of Community Planning and Development if it demonstrates “distinctive characteristics of a particular type of development and period and be identifiable as a noteworthy entity compared to others in the same context” (Higgins 2018). A district can be eligible under Criterion C in the area of Architecture “as a cohesive entity containing a collection of representative or noteworthy houses that embody the distinctive characteristics of period styles, house types, and methods of construction” (Higgins 2018). In both cases, the determination relies upon comparison between this neighborhood and other nearby developments. Wood Creek Estates is primarily younger than fifty years and has no demonstrable qualities that distinguish it from other nearby similar developments such as Meridian Woods Park and Colonial Meadows, in the areas of Community Planning & Development and Architecture.

Wood Creek Estates is not a significant example of a Custom Development as defined by the MPDF because it does not sufficiently meet the criteria for inclusion on the NRHP as outlined in the MPDF and the NCHRP Study for evaluating post-World War II housing. The majority of the properties within Wood Creek Estates were built outside of the timeframe for Custom Developments as outlined in the MPDF (1940–1973) with approximately 65 percent of homes constructed in 1974 and later. A property or historic district that is younger than 50 years old must also meet Criteria Consideration G to achieve significance. Criteria Consideration G dictates that “properties associated with the post-World War II era must be identified and evaluated which ones in an area could be judged exceptionally important” (Andrus 1995). The Andrus National Register Bulletin, *How to Apply the National Register Criteria for Evaluation* (1995), definition of “exceptionally important” encompasses properties or districts that are demonstrably important or influential within their given historic and regional contexts. “Exceptionally important” properties or districts must also be proven significant in comparison with other similar properties in a local or larger context. Wood Creek Estates is less than 50 years old and does not demonstrate significance in its historical or regional context and therefore does not meet Criteria Consideration G.

Wood Creek Estates possesses some qualities that coincide with the MPDF’s definition of a Custom Development. The subdivision is composed of architectural styles that are slightly more varied than a planned or tract development. Wood Creek Estates does not, however, have a neighborhood plan that is cohesive with natural features. The northern and southern sections are not connected by an interior road, which goes against FHA guidelines of planning a cohesive subdivision. The developer would have had the ability to connect the two halves, but prioritized maintaining larger lots. The MPDF argues that “simply being characterized by a plan broadly reflecting prevailing planning theory or possessing period housing with integrity is not sufficient to demonstrate significance” (Higgins 2018). Wood Creek Estates has elements of a Custom Development, as outlined in the MPDF, but it is a non-contiguous neighborhood; the Wood Creek Estates subdivision entirely surrounds a ca. 2000 subdivision known as Abbey Villa, which was the site of the original owner’s farmstead. In addition, the majority of housing stock (65 percent) in Wood Creek Estates is less than 50 years old. As a result, Wood Creek Estates is not recommended eligible for listing in the NRHP under Criterion C.

With regard to Criterion A, the MPDF states that “to be eligible under Criterion A, a historic district must be specifically related to a particular aspect of history and important themes in mid-twentieth century residential planning, design, and development in Indiana...contextual information must be presented to differentiate a historic district from similar examples under the same theme and demonstrate importance within the appropriate level of significance” (Higgins 2018). While Wood Creek Estates demonstrates a certain level of variation in architectural styles that is not seen in planned, or tract developments, it does not represent an outstanding example of Custom Development. Two other nearby Custom Developments, Meridian Woods Park and Colonial Meadows, are better examples with much more variation of architectural styles. These other two subdivisions also were constructed primarily within the period of significance for Residential Planning and Development in Indiana of 1940–1973, as set forth in the MPDF (Higgins 2018). Meridian Woods Park and Colonial Meadows both emphasized an integration with their neighborhood and natural features, while advertisements for Wood Creek Estates made no such claim. As a result, Wood Creek Estates is not recommended eligible for listing in the NRHP under Criterion A.

### **Wood Creek Estates References**

#### *The Daily Journal* (Franklin, Indiana)

1966a Greenwood plan commission gives preliminary approval to housing development. 12 April: 12.

1966b Plans set for home development to be northwest of Greenwood. 9 April: 1.

1972 List Transfers of Real Estate. 28 March: 8.

1976 Legal Advertisement; Legal Notice of Public Hearing by the Johnson County Plan Commission. 2 July: 13.

1980 Oren Wright death shocks county. 12 May: 1.

#### Donnelly, Cathleen

1994 “Perry Township.” In *The Encyclopedia of Indianapolis*, edited by David J. Bodenhamer and Robert G. Barrows. Indiana University Press, Bloomington and Indianapolis.

#### *The Indianapolis Star* (Indianapolis, Indiana)

1966 Grand Opening: Colonial Meadows. 13 November: 33.

1968a Meridian Hills Homes are Open. 20 October: 142.

1968b Floyd Estes Introduces Meridian Woods Model. 10 November: 151.

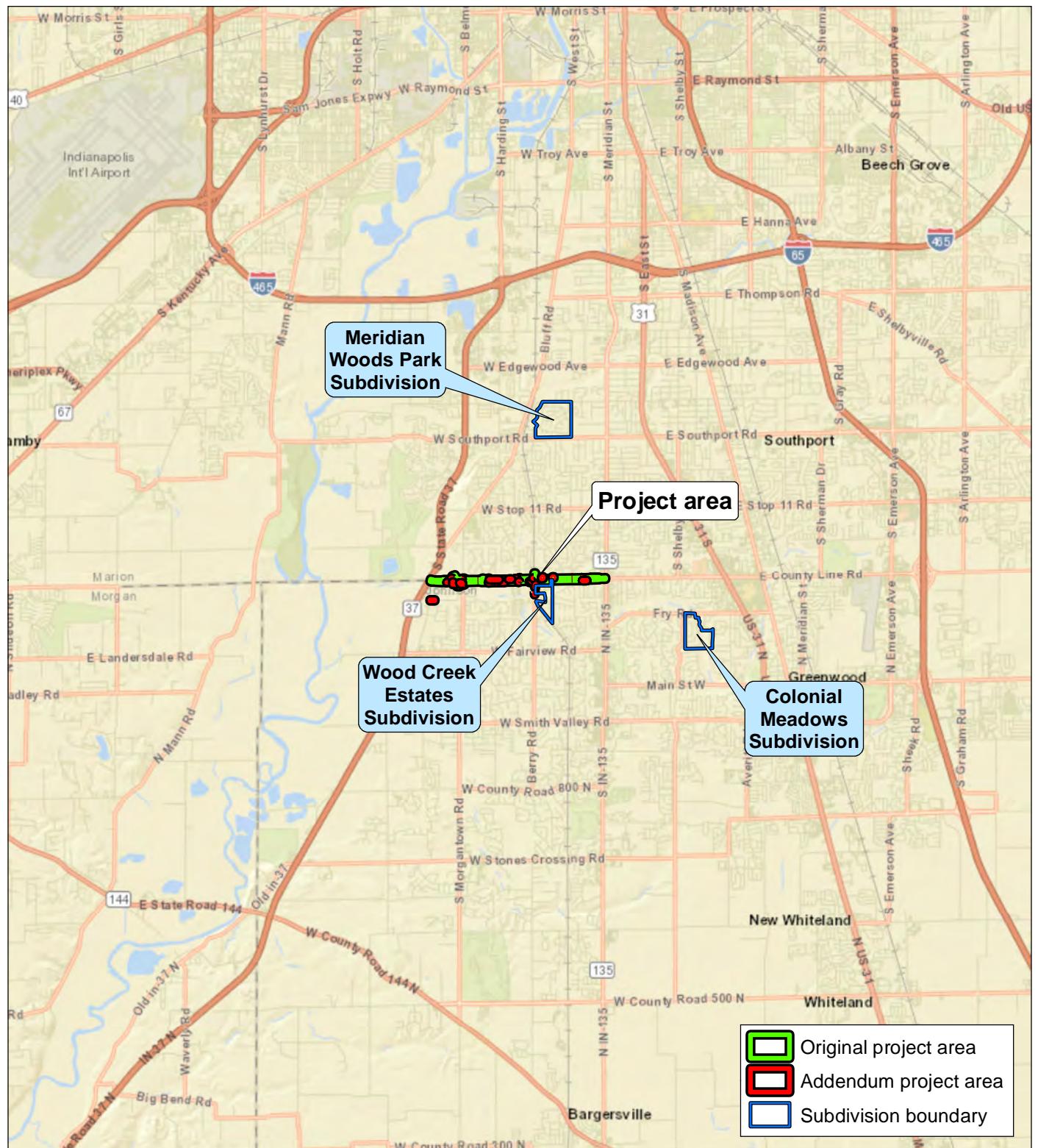
1969 First Showing: Meridian Woods Park. 30 March: 128.

1973a Carpenter Homes. 7 January: 57.

1973b Homes of Distinction: Wood Creek Estates. 16 June: 40.

Thornbrough, Emma Lou

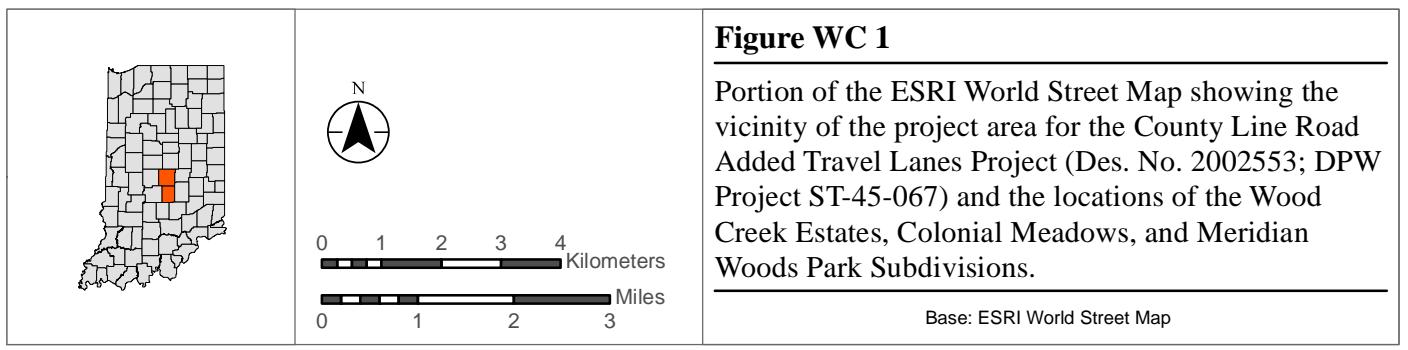
1994 "African-Americans." In *The Encyclopedia of Indianapolis*, edited by David J. Bodenhamer and Robert G. Barrows. Indiana University Press, Bloomington and Indianapolis.



**Figure WC 1**

Portion of the ESRI World Street Map showing the vicinity of the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the locations of the Wood Creek Estates, Colonial Meadows, and Meridian Woods Park Subdivisions.

Base: ESRI World Street Map



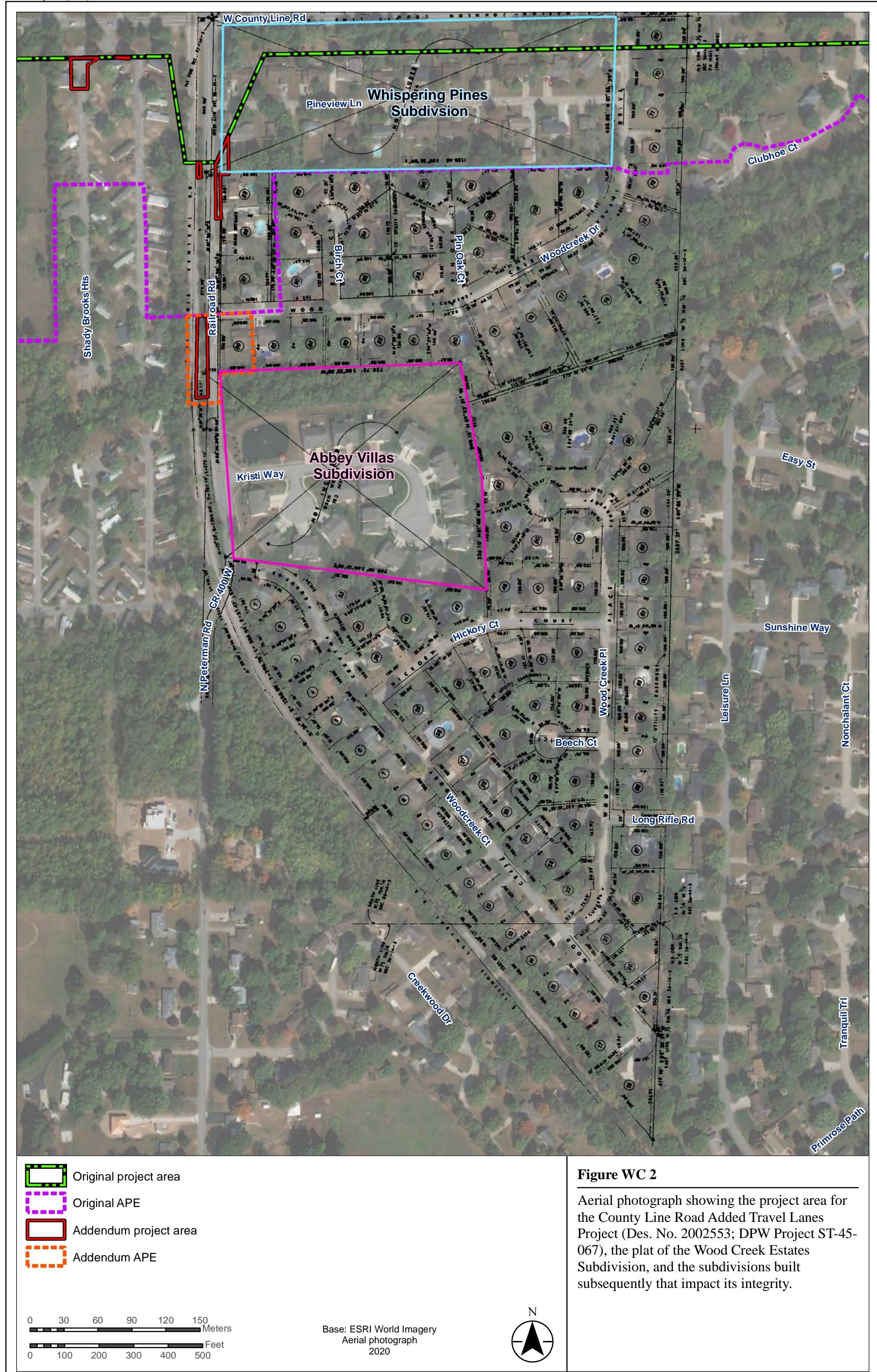
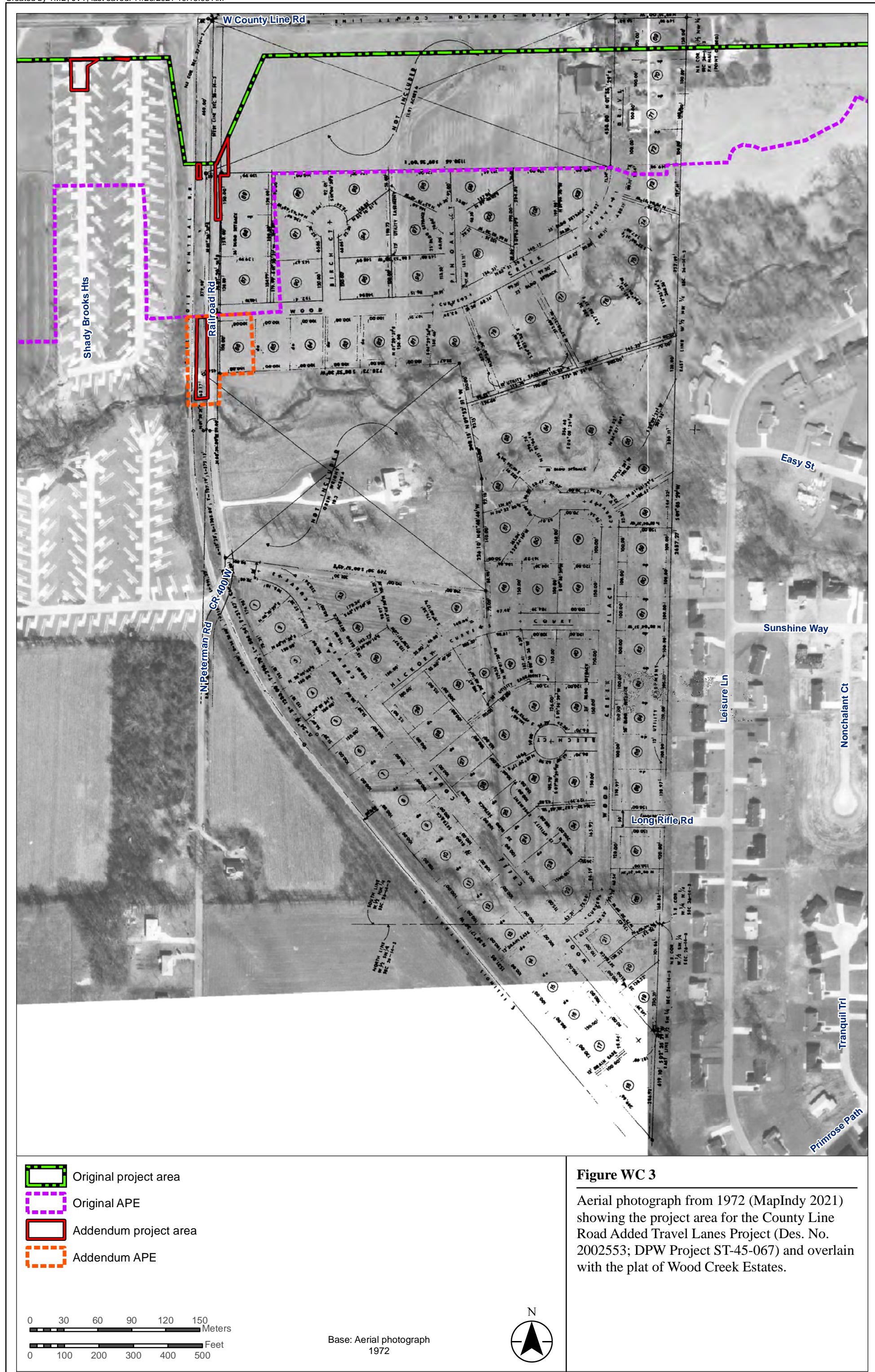
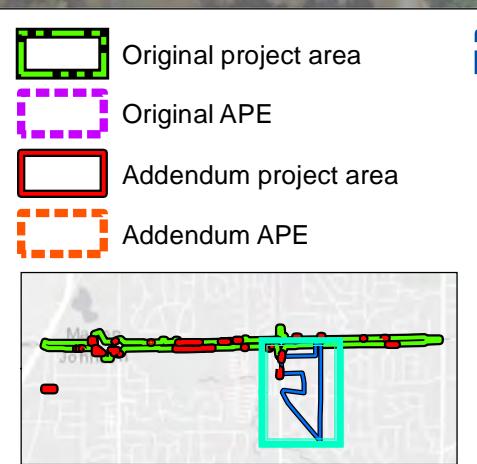
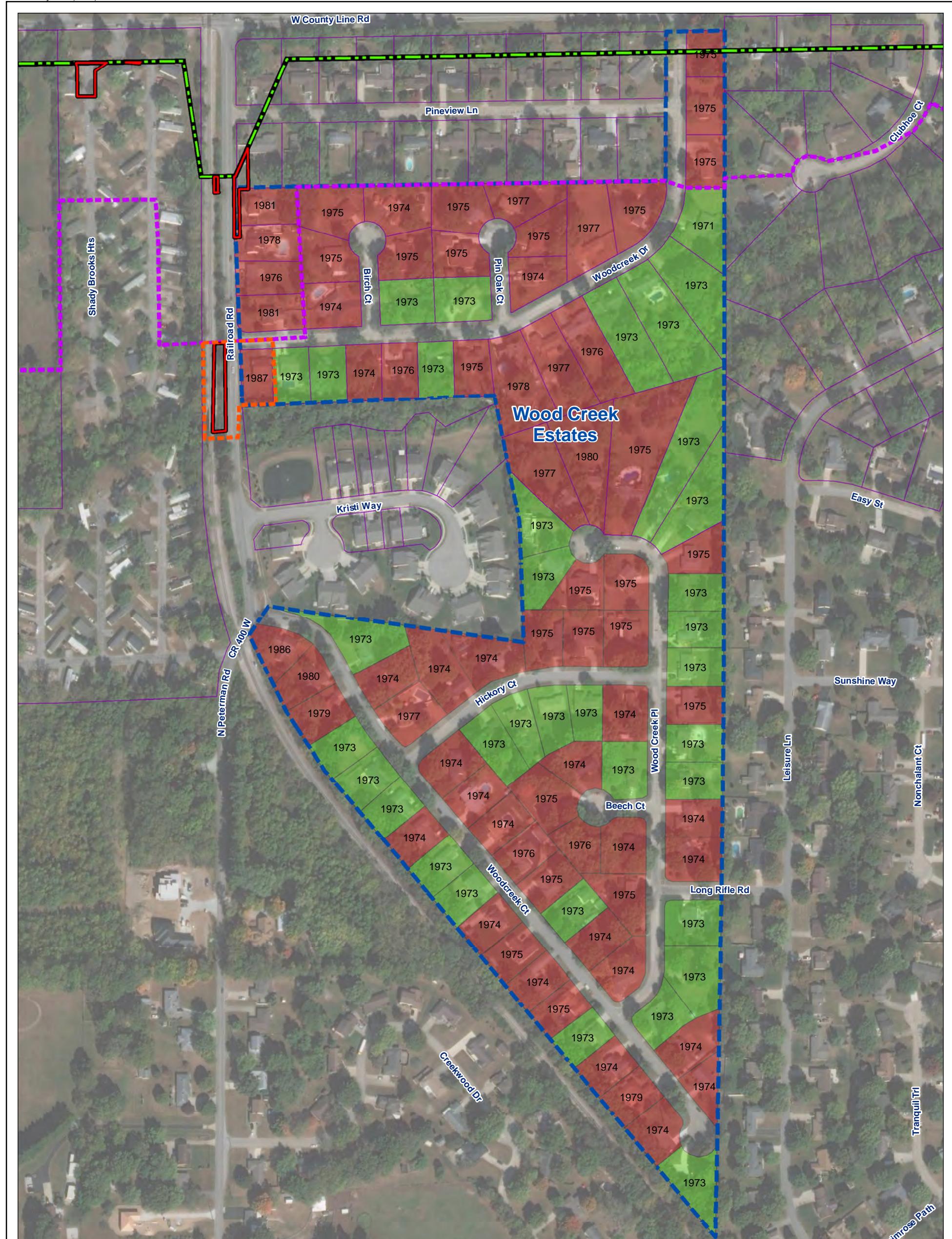


Figure WC.2

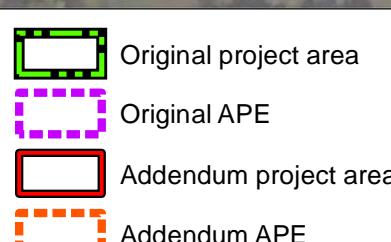
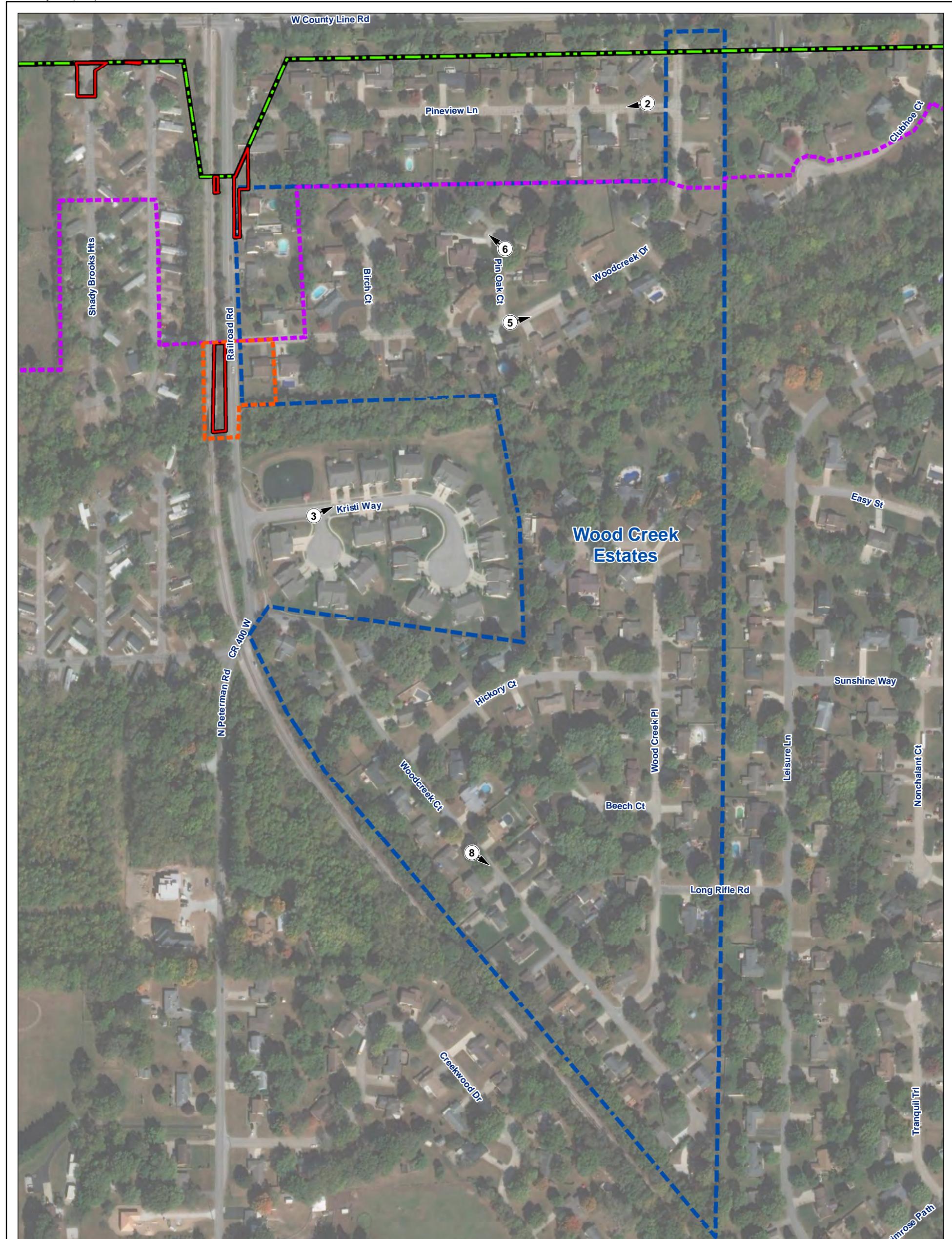
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Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), the plat of the Wood Creek Estates Subdivision, and the subdivisions built subsequently that impact its integrity.



**Figure WC 4**

Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), the boundary of the Wood Creek Estates Subdivision, and the dates of construction of the houses in the subdivision.



Wood Creek Estates  
 Photograph location

#### Wood Creek Estates photo key

Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the boundary of the Wood Creek Estates Subdivision.

Base: ESRI World Imagery  
Aerial photograph 2020

0 30 60 90 120 150 Meters  
0 100 200 300 400 500 Feet





Photograph WC 1. The Wood Creek Estates 1972 re-plat showing the land that was Oren Wright's farm, in the center-left, and the land that would be developed into the Whispering Pines subdivision in the northern end.



Photograph WC 2. Overview of the Whispering Pines Subdivision in the northwest corner of the Wood Creek Estates Subdivision, looking west from Pineview Lane.



Photograph WC 3. Overview of the ca. 2010 homes in Abbey Villas Subdivision, looking east-northeast from Kristi Way.

**CENTURY**  
\$30,950 Plus Lot

**AMERICANA**  
\$33,000 Plus Lot

Price of each home includes: ★ Basement ★ Central Air  
 ★ Fireplace ★ Carpeting  
 HOMES OPEN DAILY NOON UNTIL DARK

Located in scenic Wood Creek Estates, a new community with all city utilities, paved streets and curbs where lot prices start at \$4,950. Drive one mile west of Meridian Street on Johnson-Marion County Line Road to Wood Creek sign.

Photograph WC 4. Advertised models for Wood Creek Estates in *The Indianapolis Star*, January 7, 1973a.



Photograph WC 5. Ranch style homes at 1249 and 1253 Wood Creek Drive in the Wood Creek Estates Subdivision, looking northeast.



Photograph WC 6. Bi-level homes at 46 and 60 Pine Oak Court in the Wood Creek Estates Subdivision, looking northwest from Pine Oak Court.



Photograph WC 7. Ranch style homes at 737 and 743 Wood Creek Court in the Wood Creek Estates Subdivision, looking southeast from Wood Creek Court.



Photograph WC 8. Street overview of Wood Creek Court in the Wood Creek Estates Subdivision, looking southeast.

BLUFF RD.

BANTA RD.

SOUTH MERIDIAN STREET

Meridian Woods

ON BANTA ROAD BETWEEN  
BLUFF RD. AND  
SOUTH MERIDIAN STREET

PARK

2800 SQUARE FEET OF ENGLISH TUDOR LIVING

True a magnificent masterpiece of building craftsmanship, this refreshingly different three bedroom . . . three bath . . . two kitchen bungalow, will overwhelm you with its spaciousness and unmatched features. From its brick and exposed aggregate exterior, to its landscaped fully improved lot nothing has been forgotten. Designed for convenient full family living, this regal creation offers a fully carpeted living room with decorative wallpaper, antique-ash paneled family room with rubber stone ceiling to floor fireplace and posh carpeting, bright gay harvest kitchen with self-cleaning oven and range, dishwasher, waste disposal, stainless steel double bowl sink, exhaust fan with range hood and antique-ash custom-made cabinets with adjustable shelves. In addition to the main

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Photograph WC 9. Custom house advertisement for Meridian Woods Park in *The Indianapolis Star*, March 30, 1969.



Photograph WC 10. View of a Neo-Eclectic style house at 6740 Yellowstone Parkway in the Meridian Woods Park Subdivision, looking northwest.



Photograph WC 11. View of Builder Modern and Bi-level homes along Mt. Rainier Drive in the Meridian Woods Park Subdivision, looking northeast.



Photograph WC 12. Mansard style house at 729 Mt. Rainier Drive in the Meridian Woods Park Subdivision, looking south.



Photograph WC 13. Contemporary Ranch home at 639 Mt. Rainier Drive in the Meridian Woods Park Subdivision, looking southeast.



Photograph WC 14. Neo-Colonial style home at 6639 St. James Drive in the Meridian Woods Park Subdivision, looking southeast.



Photograph WC 15. Neo-Eclectic style home at 550 Teton Trail in the Meridian Woods Park Subdivision, looking northwest.



Photograph WC 16. Ranch and Mansard style homes along Teton Trail in the Meridian Woods Park Subdivision, looking northwest.



Photograph WC 17. View of the Meridian Woods Park clubhouse, looking north.



Photograph WC 18. View of the Meridian Woods Park lake and park at the rear of the clubhouse, looking north-northeast.

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Photograph WC 19. Advertisement for Neo-Colonial style home in the Colonial Meadows Subdivision, in *The Indianapolis Star*, November 13, 1966.



Photograph WC 20. Neo-Eclectic style home at 792 Colonial Way in the Colonial Meadows Subdivision, looking southwest.



Photograph WC 21. Mansard style home at 675 Brookview Drive in the Colonial Meadows Subdivision, looking northeast.



Photograph WC 22. Neo-Colonial style home at 676 Brookview Drive in the Colonial Meadows Subdivision, looking northwest.



Photograph WC 23. Street overview of Brookview Drive in the Colonial Meadows Subdivision, looking north.



Photograph WC 24. Contemporary home at 713 Brookview Drive in the Colonial Meadows Subdivision, looking southeast.

## CAREFREE SUBDIVISION

**Description:** The Carefree Subdivision is located in Johnson County south of County Line Road (Figure CF 1; Figure CF 2, Sheet 2). The subdivision consists of 20 separately numbered sections, some of which were themselves platted in multiple parts, which were added to the subdivision from 1967 to 1976. Only sections 19 and 20 (1974 and 1976 respectively) post-date 1973, the 50-year cutoff from the date of project letting. Of the 683 houses in the Carefree Subdivision identified in county records, 544 were built in 1973 or earlier, which is 80 percent of the total houses. The initial portion of the clubhouse and swimming pool were in place by 1972, with expansions bringing it to its current layout by the late 1970s. Despite the number of platted sections and the length of time over which the plats were filed, the full extent of the subdivision was planned from its outset. The development extends from County Line Road in the north to Smith Valley Road in the south and from the Greenwood corporate boundary in the east to the Indiana Railroad in the west (Figure CF 3). Fairview Road, an east-west county road, divides the northern half of the development from the southern half. The portion of the subdivision north of Fairview Road is pinched to a bottleneck at Fairview Road due to land constraints restricting the development's roadway network to a single road (Leisure Lane) linking the two halves.

The roads in the Carefree Subdivision are curvilinear and feature many loop roads and culs-de-sac. Leisure Lane is the only continuous road from County Line Road to Fairview Road and does not extend very far south of Fairview Road. The streets throughout the subdivision have concrete curbs and no sidewalks. A recreation center with a clubhouse, swimming pool, basketball courts, tennis courts, and a playground is located at the northern end of the subdivision south of County Line Road; some of these were present by 1972 and most were in place by 1978 (Photograph CF 1). The houses generally have a uniform setback and are oriented parallel to the road. Common house types include Linear Ranches, Half-Courtyard Ranches, Courtyard Ranches, Split Levels, Massed Two-stories, and Neo-Tudors, and there are examples of Rambler Ranches, Neo-Classical Revivals, and Mansards (Photographs CF 2–CF 10). Houses were constructed by a variety of builders in a variety of house types, making Carefree an example of a Custom Development.

**Historical information:** The earliest part of the subdivision, located along Fairview Road, was in the planning stages by April 1967. Developers Robert Yeager and Marge Quinlan announced the planned development of a total of 584 lots on April 3 (Photograph CF 11). The

planned first section, called Carefree South, would extend south of Fairview Road and eventually contain 124 lots (Photograph CF 12). Carefree North would include 460 lots extending from Fairview Road to County Line Road (Photograph CF 13). The newspaper describes Quinlan as a well-known realtor in White River Township and Yeager as a well-known Southside developer of housing additions and apartments. A sales office was expected to open on April 15, 1967 with several house models expected to be open by July 15, 1967. Houses would be restricted to a minimum of 1,500 square feet, with lots ranging in size from two-thirds to one acre (*Daily Journal* 1967a; *Indianapolis Star* 1967). Later that month, the Greenwood City Council approved a contract to extend sanitation sewers to the proposed subdivision (*Daily Journal* 1967b).

Recreational facilities were planned from the start; an April 1967 newspaper article mentions plans for a park, swimming pool and club house, and theater, although only the swimming pool and club house were ever built (*Indianapolis Star* 1967). A 1968 real estate advertisement lists two private recreation centers among Carefree's amenities, but it is unclear to what the second one referred (*Indianapolis News* 1968). The same advertisement features a mascot "Carefree Charlie," but this may have been a contrivance of the realty company, Action Realty, that purchased the ad (Photograph CF 14). This ad also touted Robert K. Yeager as the developer of Carefree, possibly indicating that his name was being seen as a mark of distinction that would appeal to potential homebuyers.

While some early advertisements and newspaper coverage referenced Carefree South and Carefree North, these designations do not appear to have been official and do not appear on any of the filed plats. Johnson County was granting building permits in Carefree South by at least June 1967 and Carefree North by at least October 1968 (*Daily Journal* 1967c, 1968). Many advertisements for new houses in Carefree North appeared in the *Indianapolis Star* and the *Indianapolis News* from 1969 through 1972 from a variety of realty and construction companies.

Robert K. Yeager was a prolific developer; research identified nine developments linked to him, mostly in the Southport/Greenwood vicinity, and with hints of his involvement in others which research was unable to confirm (Figures CF 1 and CF 2). One source states that Yeager had been supervisor of the receiving department at Eli Lilly & Company for 12 years before launching a part-time construction business in 1953 and moving to full time construction work in 1954 (*Indianapolis Star* 1954). However, Yeager appeared in advertisements as a builder as early as

1951 (*Indianapolis News* 1951). Yeager's other subdivisions are discussed below for purpose of comparison to Carefree.

*Southdowns*: Yeager's first subdivision development was announced in 1954, a planned 76-house single-plat development called Southdowns in Marion County (*Indianapolis Star* 1954). Southdowns is located adjacent to Southport High School between Madison Avenue and US 31 [Figure CF 1; Figure CF 2, Sheet 3]. The *Indianapolis Star* article states that the houses would have varied architectural designs and range in prices from \$15,000 to \$28,000 or more. Yeager was to build some houses and sell the other lots for others for construction. Southdowns is an example of a Custom Development.

*Southgate Farms Addition*: Southgate Farms Addition is a 130-lot subdivision developed in three sections with plats dated 1956, 1957, and 1959. The subdivision is located south of Southport Road and east of US 31 (Figure CF 1; Figure CF 2, Sheet 3). The subdivision received little newspaper coverage apart from small real estate ads. However, some of these ads indicate that the houses were custom builds with options for exterior and interior finishes (*Indianapolis Star* 1957). Southgate Farms is an example of a Custom Development.

*Winchester Village*: Winchester Village is located between Madison Avenue and US 31 and between Stop 11 and Stop 12 roads (Figure CF 1; Figure CF 2, Sheet 2). Three plats totaling 245 lots were recorded between 1960 and 1964; a fourth plat in 1976 added another 16 lots, but is not connected to the roadway network of the rest of the development.

In January 1960, Yeager and Harold Miller announced plans for Winchester Village, a mixed-use development on 349 acres in Marion County north of Greenwood located on both sides of Madison Avenue. Of the 349 acres, 280 acres were to be for residential use for more than 700 houses, 10 acres were for a school, 17 acres were for apartments, and 42 acres were for a shopping center and commercial uses (*Franklin Evening Star* 1960; *Indianapolis Star* 1960). Model homes were constructed as early as February 1961, and a variety of builders were active in the residential subdivision (*Indianapolis News* 1961; *Indianapolis Star* 1961a, 1961b). The residential subdivision portion of Winchester Village is a Custom Development.

Although the developers filed zoning change requests for all of this proposed work as early as February 1960, only the work west of Madison Avenue was accomplished in the early 1960s (*Indianapolis News* 1960). A 1962 aerial photograph shows houses present in multiple sections of the residential plat, as well as land being cleared for the apartments and commercial space at the

southwest corner of Madison Avenue and Stop 11 Road that were built over the following several years (MapIndy 2021). By 1966, most of the original four plats of the subdivision had been built out, apartment building complexes were present at the northeast and southeast corners of the subdivision, and what likely were gas stations were present at the southwest and southeast corners of the intersection of Madison Avenue and Stop 11 Road (MapIndy 2021). No other development was present east of Madison Avenue. No evidence was found to show that Yeager was involved with the later (ca. 1970) development of the land east of Madison Avenue.

*Springbrook Addition:* The Springbrook Addition is located south of Southport Road and west of SR 135 (Figure CF 1; Figure CF 2, Sheet 3). The Springbrook Addition has 76 lots and was platted in two sections dated 1962 and 1963. Lots were advertised for sale as early as August 1962 (*Indianapolis Star* 1962b). Multiple builders were active in the subdivision (*Indianapolis Star* 1962c). Springbrook Addition is an example of a Custom Development.

*Carriage Estates:* Carriage Estates is located west of US 31 and north of Stop 11 Road (Figure CF 1; Figure CF 2, Sheets 2 and 3). Carriage Estates was laid out in eight sections beginning in 1962. Not all of the subdivision's plats are available online, and the date of the plat for the final section and the total number of lots is not known at this time, although there appears to be more than 200. Several real estate advertisements touted the name of the subdivision as "Robert K. Yeager's Carriage Estates Addition" perhaps showing that Yeager had developed a reputation as a developer that appealed to homebuyers by the early 1960s (*Indianapolis News* 1963; *Indianapolis Star* 1962d). Several advertisements also highlighted the subdivision's proximity to a new Southside YMCA (*Indianapolis Star* 1962a, 1962e). The development did not restrict which builders could construct houses there, and a variety of house types were advertised (*Indianapolis News* 1963; *Indianapolis Star* 1962d, 1962e). Carriage Estates is an example of a Custom Development.

*Colonial Meadows:* The Colonial Meadows subdivision is located in Johnson County west of Greenwood on the south side of Fry Road (Figure CF 1; Figure CF 2, Sheet 2). Yeager and Wayne Copenhaver developed this subdivision ca. 1966 (*Indianapolis News* 1966a). Colonial Meadows was a 71-acre site planned for 148 houses platted in six sections (*Indianapolis News* 1966b). Advertisements touted extra wide concrete streets and luxury custom homes with a plan committee to approve all building plans, which were to have a minimum price of \$25,000 (*Indianapolis Star* 1966). Colonial Meadows is an example of a Custom Development.

*Coronado Estates:* Coronado Estates is the only Yeager-developed subdivision identified that is not located in the Southport/Greenwood vicinity. The subdivision is located north of Rockville Road at the Marion County/Hendricks County line (Figure CF 1; Figure CF 2, Sheet 1). The subdivision has six sections, the plat for the first of which was filed in 1971. Not all of this subdivision's plats are available online, and the date of the plat for Section 6 and the total number of lots is not known at this time. Little information was found in area newspapers about Coronado Estates, but the subdivision is assumed to have been a Custom Development.

*Valle Vista:* Valle Vista is a mixed use Planned Unit Development (PUD) located in Greenwood between US 31 and I-65 and south of Main Street (Figure CF 1; Figure CF 2, Sheet 4). Valle Vista includes a residential subdivision developed in eight platted sections with a manmade lake, an 18-hole golf course, additional small single-family residential developments within the golf course, townhome and apartment building complexes, and space for commercial and office buildings. The proposed development drew a great deal of press coverage in 1973 as Yeager sought to build a private sewage treatment plant adjacent to Greenwood's sewage treatment plant to process waste water from the development; it is not known if this plan was realized. This proposal would avoid state pollution control restrictions that had been set on Greenwood due to the city's inadequate sewage treatment capacity (*Indianapolis News* 1973a, 1973b; *Indianapolis Star* 1973a, 1973b). One news article indicated that land was already being cleared for the development in May 1973 (*Indianapolis News* 1973b). Valle Vista was one of several PUDs discussed at a seminar on the subject held in Indianapolis in 1975 (*Indianapolis Star* 1975a). Valle Vista also was the site of Home-a-Rama '75, presented by the Builders' Association of Greater Indianapolis with 18 houses and other exhibits on display (*Indianapolis Star* 1975b).

### **Analysis and Comparatives**

In their letter of July 6, 2021 (revised July 15), the Indiana SHPO stated that:

*"The Carefree subdivision is eligible under Criteria A and C under Community Planning & Development and Architecture. It is a Custom Development composed of approximately 700 houses including a variety of architecture types and styles, curving streets and culs-de-sacs [sic], a central clubhouse and pool. It is located along a major roadway with easy access to churches or commercial buildings."*

The MPDF lists the following characteristics of the Custom Developments (ca. 1950–1973) subtype (Higgins 2018:268):

- Developed after 1950 as the state moved into an era of normalcy that witnessed the return of personal economies and the alleviation of housing shortages;
- More distinguished in their design, layout, and configuration than Tract Developments;
- Carefully crafted to accommodate variations in topography, natural settings, or manmade features such as lakes and golf courses, which became critical selling points;
- Typically, smaller than Tract Developments, ranging from a dozen dwellings to less than 100 residences, although could be larger with multiple successive plats extending the limits of the development, often distinguished by slight variations in design, layout, or housing stock;
- Houses may be architect-designed or custom-designed by a builder and typically exhibit more variation than housing stock associated with Transitional and Tract Developments; and
- Ranch houses, Split-levels, Bi-levels, and Massed Two-story houses are common, as are Contemporary, Builder Modern, and Neo-Eclectic dwellings.

The Carefree Subdivision has some of these characteristics, but little to distinguish it from the large number of other Custom Developments that characterize the Southport-Greenwood area. Carefree significantly is missing distinctive selling points; Carefree has little variation in topography and no notable natural settings, which are distinguishing elements of Custom Developments. Although the plats avoid placing lots where they would impact any of the several small creeks present in the subdivision, they also do not take advantage of the creeks as a landscape or parkland feature. Carefree has a clubhouse, pool, and some recreational facilities at its north end near County Line Road, but these are relatively minor manmade features compared to lakes or golf courses and, while commented on in some press coverage, were not a significant selling point in real estate advertisements.

Carefree also is much larger than a typical Custom Development. Rather than less than 100 residences, this development was planned with more than 500 lots, although the plats, more than 20 in total, were filed over a period of nine years. No evidence was found to show that the plats vary in design, layout, or housing stock. In addition, rather than culminating in a single contiguous development, Carefree is split by a county road (Fairview Road) into distinct sections known as Carefree North and Carefree South, with only a narrow portion of a single roadway (Leisure Lane) linking the two halves. This is atypical for subdivision design in this period, which typically avoid the influence of through traffic in their roadway circulation.

The MPDF states “to be eligible under Criterion A, a historic district must be specifically related to a particular aspect of history and important themes in mid-twentieth century residential planning, design, and development in Indiana...contextual information must be presented to differentiate a historic district from similar examples under the same theme (Higgins 2018:270).” It further states, “a historic district eligible under the MPDF is likely to be evaluated under Criterion A in the area of Community Planning and Development in consideration of its contribution to land use, growth, and development within the applicable context or efforts to take advantage of housing provisions or legislation in the establishment of communities.” The Carefree subdivision does not meet these standards.

Consideration of significance under Criterion A can also be informed by examination of other documents, such as the NCHRP Study. There were numerous earlier examples of Custom Developments in the Indianapolis suburbs and the Southport-Greenwood area. Carefree did not influence other property development as there was considerable development already occurring in the area and spreading west from Greenwood. Carefree is one of many Custom Developments in the area and did not introduce any new concepts. Carefree’s only distinctiveness is in its large size, but its large size is generally atypical for Custom Developments in the area.

Among the considerations that the MPDF lists to take into account in an analysis of significance are the following (Higgins 2018:270 and 271):

- “Direct relationship with specific trends such as the growth of bedroom communities, provision of veterans’ housing, economical housing of the readjustment era, or community planning and suburbanization”:

Suburban growth south of Indianapolis, and especially along the US 31 corridor to Greenwood, occurred on a massive scale following World War II. Carefree, first platted in 1967, was not in the forefront of the growth of Greenwood as a bedroom community or the suburbanization of the region. Much residential and commercial development occurred prior to or contemporaneous with Carefree. Carefree was not marketed to veterans or other specific groups; the subdivision post-dated the readjustment period immediately after World War II.

- “Relationship to other contemporaneous development”:

As noted above, Carefree was a small part of a massive suburbanization trend to occur in southern Marion and northern Johnson counties following World War II. Carefree neither initiated this trend nor innovated within it. Even in the area west of Greenwood, other residential development occurred prior to or contemporaneous with Carefree.

- “Reasons for the planning and establishment of the development and how well the development met its intended purpose”:

As far as can be determined, the reason for the planning and establishment of the development was to profit from selling lots and/or building houses. This is also seen in the development of northern and southern sections split by a county road, rather than a more cohesive compact residential community. Carefree is not associated with specific initiatives to provide housing to veterans or industrial workers. In this regard, Carefree was no more or less successful in meeting its intended purpose than any other of the vast number of residential subdivisions that arose in this area after World War II.

- “Use and influence of government provisions and standards”:

Carefree’s use of FHA design principles is evident in the long blocks of housing, curving roads, limited through roads, and extensive use of culs-de-sac in its design. However, the use of these features is very common in subdivisions of this period. Carefree’s use of FHA design principles is neither innovative nor distinct from many of the other subdivisions in the area. By this time, the earlier FHA design principles had become the generally accepted planning principles for residential subdivisions, and their use by the late 1960s would be expected rather than significant.

- “Influence of and response to community planning efforts, zoning, local building codes, and other development regulations”:

As noted above, Carefree was a small part of a massive suburbanization trend to occur in southern Marion and northern Johnson counties following World War II, a great deal of which was earlier than or contemporaneous with Carefree. Carefree did not initiate or innovate in the area of compliance with planning, zoning, or building codes.

- “Use of innovative practices or methods”;

No innovative practices or methods were identified in association with Carefree. There were many Custom Developments already in place throughout the Southport/Greenwood area by the time Carefree was planned and developed, so the subdivision type was not innovative. However, customized the houses were to the desires of the homeowner, the houses in the subdivision are standard builder-constructed types common to other Custom Developments

throughout the region. No architect-designed houses were identified to provide added distinction to Carefree, nor were innovative construction methods or materials identified.

- “The development’s place within the portfolio of the developer”;

As noted above, Carefree is one of nine Robert K. Yeager developments identified during research, most of which are also located in the Southport/Greenwood area. Specifically, Carefree was the seventh of the nine projects and so was not early or influential in Yeager’s portfolio. While none of his other subdivisions were identified as having a club house and pool until the Valle Vista Golf Club development, Winchester Village specifically set aside land for a new school, and Carriage Place was advertised as being adjacent to the new Southside YMCA.

- “Influence of the development on other initiatives (by the same or different developers)”:

Carefree was one of many Custom Developments that developers were laying out during this period in southern Marion and northern Johnson counties. As land close to Greenwood or the US 31 corridor filled up with development, developers and builders moved outward along county roads to open agricultural land available for purchase. County Line, Fairview, and Smith Valley roads already were the location or soon were to be the location of much residential and commercial development, regardless of the presence of Carefree.

- “Role of the development in spurring associated development such as commercial nodes, schools, and churches”:

Yeager included commercial, apartment building, and school sites in his Winchester Village development and commercial sites in his Valle Vista development. Carefree included no such provisions, being all single-family residential with the exception of its recreational facilities. A school adjacent to the subdivision along Fairview Road pre-dates the subdivision. As noted above, development already was occurring along County Line, Fairview, and Smith Valley roads as Carefree was being planned and laid out; associated non-residential development cannot be attributed solely or significantly to the development of Carefree.

The MPDF states:

“A historic district must possess distinctive significance under Criterion C. While a historic district need not be defined by an innovative development pattern or a collection of high-style housing, simply being characterized by a plan broadly reflecting prevailing planning theory or possessing period housing with integrity is not sufficient to demonstrate significance. In the context of Community Planning and Development, a historic district must reflect, through its physical qualities, important design principles within the established level of significance. It must possess distinctive characteristics of a particular type of development and period and be identifiable as a noteworthy entity compared to others in the same context” (Higgins 2018:272).

In the area of Architecture, although the MPDF states “A development does not need to be the first, largest, or best example in the selected context to meet the requirements for significance, and more important or better examples do not necessarily preclude the eligibility of a district if it can be found to sufficiently demonstrate its importance,” the MPDF also states “due to large numbers of repetitious property types inherent in World War II-era and Post-War Residential Developments, a historic district must be explicitly compared with others in the same context. This assessment helps to determine if it is truly important within the applicable context or merely indicative of broad trends but otherwise undifferentiated from similar entities within the same context. Concentrations of architect-designed residences that illustrate important trends will be more likely to qualify under Criterion C, as will examples of prototypical developments and examples that incorporate innovative design qualities or construction methods in housing” (Higgins 2018:272 and 273).

Carefree is characterized by a plan broadly reflecting prevailing planning theory and possesses common period custom-builder housing with integrity. Carefree is larger than most Custom Developments, but is split by a county road into two tenuously connected sections; this is atypical for the type and not in keeping with FHA design principles of minimizing through traffic. There are many Custom Development subdivisions in the Southport/Greenwood area, many of which are earlier than Carefree. Carefree is neither a prototypical development, nor one that incorporates innovative design qualities or construction methods. Similarly, although Carefree is a cohesive entity containing “a collection of representative...houses that embody the distinctive characteristics of period styles, house types, and methods of construction” (Higgins 2018:272),

there are many, many other subdivisions that also meet this standard, and Carefree is not a noteworthy entity compared to others of the Custom Development type.

The only feature that distinguishes Carefree from the many other Custom Developments in this area from a design standpoint is the presence of a clubhouse and recreational facilities. However, these are located at the northern end of the subdivision rather than distributed throughout or located in a central node in such a way as to contribute to the distinction of the overall design. It is also not clear how common a feature recreational facilities are among the region's subdivisions. Several golf course-associated residential subdivisions are present in the area; a recreational feature on the scale of a golf course or a manmade lake offers a much greater level of design distinction than the limited recreational facilities present in Carefree.

In terms of the NCHRP Study guidance cited above, it is not clear that the recommended standards have been met to show that the Carefree Subdivision is significant in history. Carefree was not developed until 1967 and later, while other Custom Development subdivisions were being platted in this area in the 1950s. Carefree did not influence other property development or introduce a new concept in design or location; it was part of a mass trend of suburbanization in this area, much of which consisted of Custom Development. Carefree is only slightly distinctive in that it is somewhat larger than other Custom Developments, although this is mitigated by being in two distinct halves, and in having some recreational facilities, although not at the scale of a golf course, manmade lake, or designated parkland.

Even within the building portfolio of Robert K. Yeager, there are developments that are better or more typical examples of Custom Developments than Carefree, as outlined in the following paragraphs.

Carriage Estates, begun in 1962, eventually grew to eight sections and more than 200 lots (Figure CF 4). Unlike Carefree's sprawling design, Carriage Estates, despite its size, is a compact subdivision located in the northwest quadrant of US 31 and Stop 11 Road. The subdivision has curving roads and culs-de-sac in keeping with FHA design principles. A variety of builders constructed houses in a variety of types in keeping with the Custom Development type. Although Yeager did not include recreational facilities, Carriage Estates was platted adjacent to a new YMCA, a fact noted in early advertisements and press coverage.

Like Carriage Estates, the single-family residential subdivision portion of Winchester Village is a compact network of long blocks, curving roads, and culs-de-sac in the southwest

quadrant of Stop 11 Road and Madison Avenue (Figure CF 5). The original 245-lot portion of the subdivision that dates from 1960-1964 was developed in multiple plats over a period of several years and featured a variety of builders who constructed houses in a variety of types. Although not platted with recreational facilities within or adjacent to the subdivision, Yeager did designate adjacent land for shopping center and school development, which were used as selling points for the subdivision. Winchester Village, with land for houses, apartments, commercial space, and a school, shows a subdivision's ability to spur ancillary development, which Carefree did not.

Valle Vista was Yeager's largest and most high-profile development with a golf course residential community, residential subdivision, multi-family housing, and commercial and office space over approximately 525 acres (Figure CF 6). While a Planned Development rather than a Custom Development, the subdivision portion includes long uninterrupted blocks of houses, curvilinear streets, culs-de-sac, and a variety of custom-built houses in the manner of a Custom Development. The lake and proximity to the golf course are amenities to draw prospective residents. While Valle Vista was not solely responsible for spurring commercial development in the area, with its proximity to the downtown of Greenwood and I-65, certainly it contributed to ancillary growth in the area rather than being just another of the many subdivisions in the area.

The Carefree development does not stand out distinctively from the great mass of Custom Development subdivisions south of Indianapolis in the Southport/Greenwood area. Carefree was not early, innovative, or influential in the spread of suburban development or associated commercial or civic services in the area. It does not reflect an effort to provide housing to a specific distinguishable group of people, such as veterans. Carefree is not significant under Criterion A.

As under Criterion A, Carefree does not stand out among the great mass of other Custom Development subdivisions in the region under Criterion C. The design of its plat and its collection of houses, while representative of its type, are not distinctive enough to rise to a level of significance marking Carefree as eligible for the NRHP.

Whether in the broad context of regional suburbanization or specifically in the portfolio of developer Robert K. Yeager, the Carefree Subdivision does not stand out greatly from the great number of Custom Developments that arose in the Southport/Greenwood area between the late 1950s and mid-1970s. The age and layout of the development are not significant. The houses are builder-custom types commonly found in contemporaneous subdivisions. Carefree stands out in its somewhat greater size, which is itself mitigated by being split in two by a pre-existing county

road, which is atypical for the subdivision type. Also, while community amenities, such as Carefree's swimming pool, are not present in many contemporaneous Custom Developments, these facilities are still relatively minor compared to Custom Developments platted around large scale community facilities, such as in golf course communities. Among the vast number of comparable developments found in this region, Carefree has little to make it stand out as significant under Criteria A or C. The Carefree subdivision is recommended as not eligible for listing in the NRHP.

### **Carefree Subdivision References**

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1967b G-wood Council Approves Sanitation Sewer Contract. 18 April:10.

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1963 Live Like a Millionaire in Robert K. Yeager's Carriage Estates Addition [advertisement]. 7 September:21.

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1966b Sample Home on Display. 12 November:21.

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1961b Winchester Village [advertisement]. 6 July:48.

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1962c Model Home Open Today at West Southport Road. 23 September:116.

1962d 4 Home 'Showcases' To Be Unveiled. 18 November: Section 8, Page 1.

1962e Halliburton Tri-Level Open on South Side. 9 December:120.

1966 Grand Opening Colonial Meadows [advertisement]. 13 November:33.

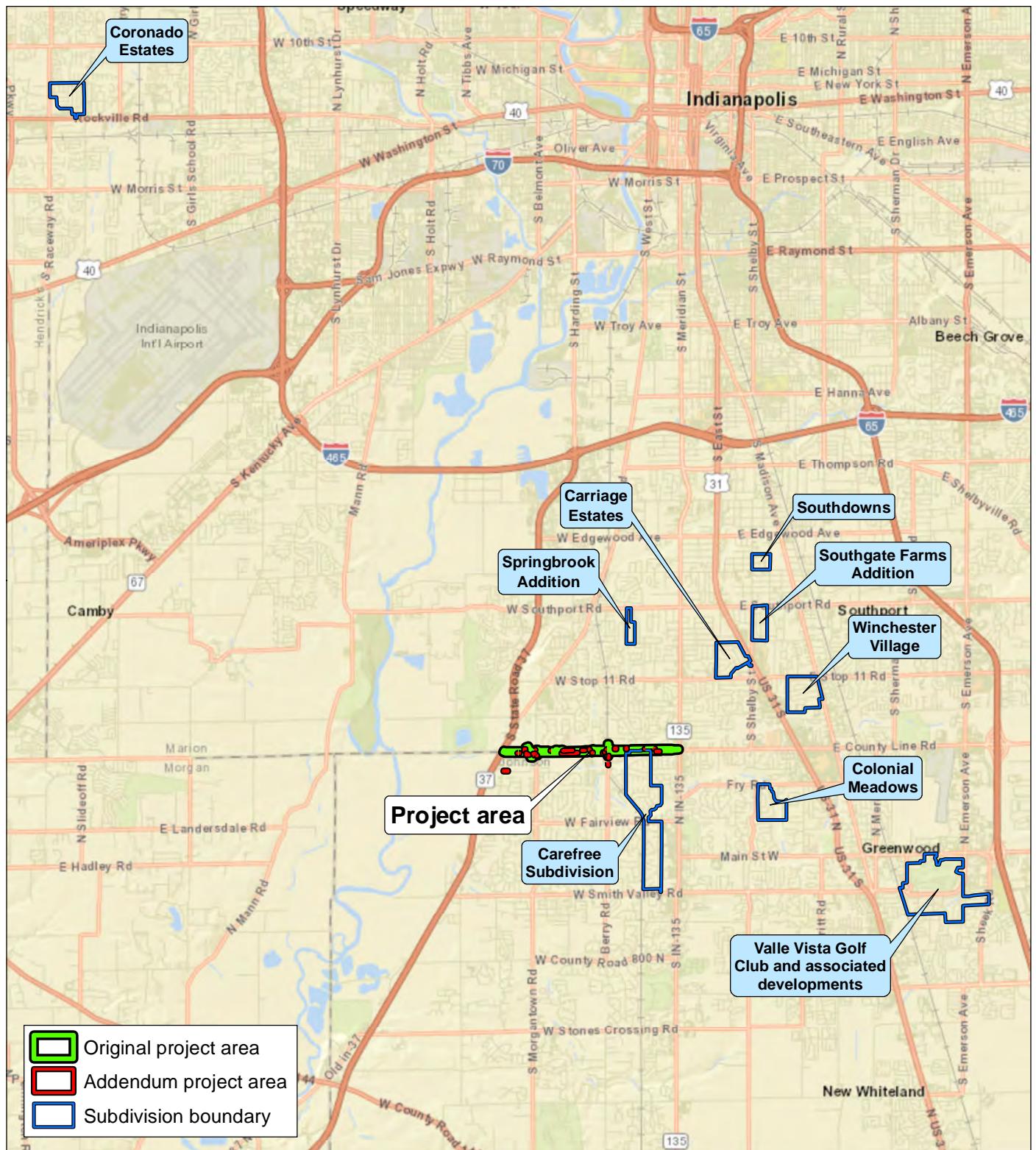
1967 Subdivision Planned For Johnson County. 5 April:13.

1973a Greenwood to Study Sewage Plant Plans. 24 March:8.

1973b Greenwood's Privately Financed Sanitation Plant Faces Opposition. 8 June:35.

1975a Experts to Discuss New Projects. 25 May: Section 4, Page 1.

1975b Home-a-Rama '75 is Here [advertisement]. 15 June:149.



**Figure CF 1**

Portion of the ESRI World Street Map showing the vicinity of the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and developments associated with Robert K. Yeager in Marion and Johnson counties.

Base: ESRI World Street Map

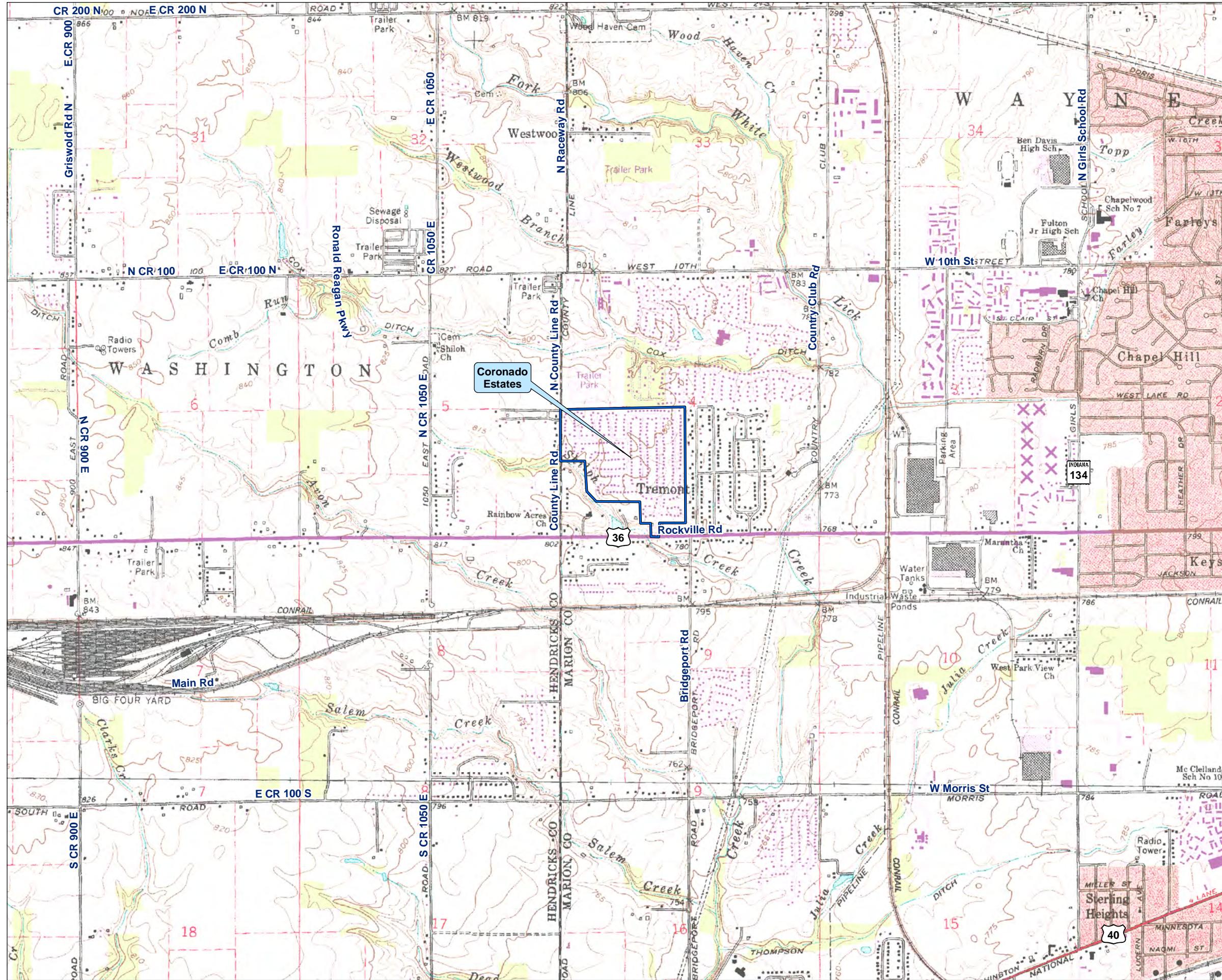
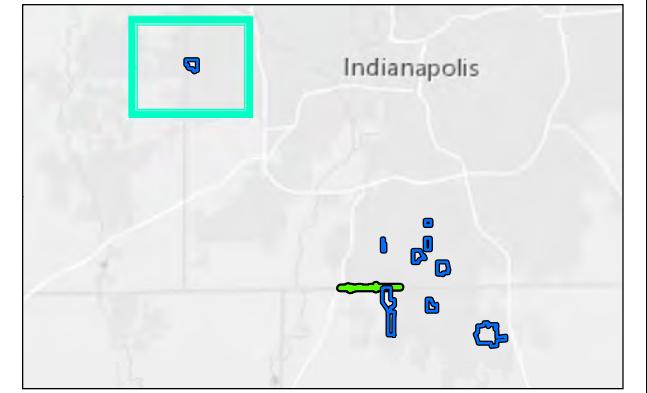
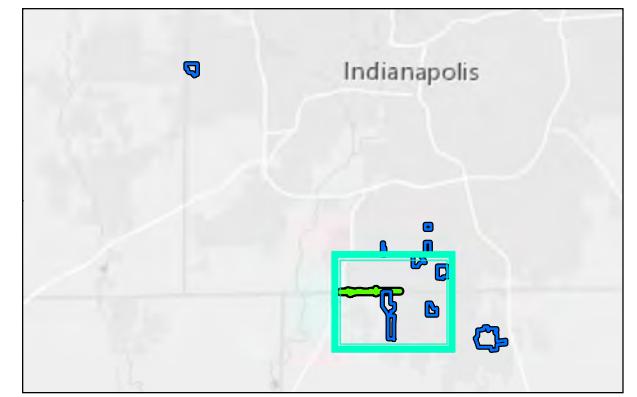
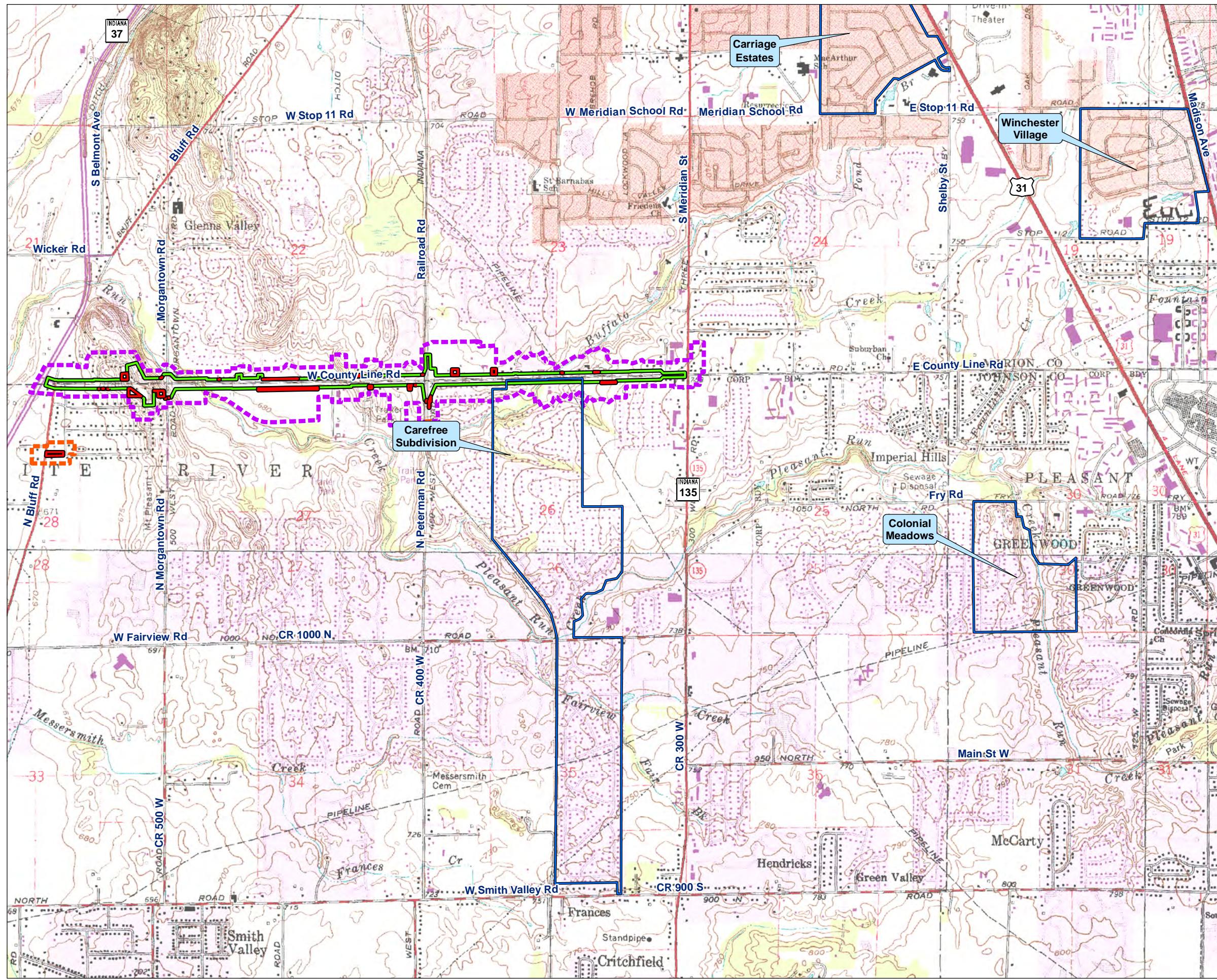


Figure CF 2

Sheet 1 of 4

Portions of the 1992 Bargersville, 1998 Beech Grove, 1998 Clermont, 1992 Greenwood, and 1998 Maywood, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and developments associated with Robert K. Yeager in Marion and Johnson counties.





- [Green Box] Original project area
- [Purple Box] Original APE
- [Red Box] Addendum project area
- [Orange Box] Addendum APE
- [Blue Box] Development associated with Robert K. Yeager (boundaries are approximate)

Base: USGS Bargersville, Beech Grove, Greenwood and Maywood, Indiana, 7.5' series quadrangles



0 200 400 600 800 1000  
Meters  
0 1000 2000 3000  
Feet

Figure CF 2 Sheet 2 of 4

Portions of the 1992 Bargersville, 1998 Beech Grove, 1998 Clermont, 1992 Greenwood, and 1998 Maywood, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and developments associated with Robert K. Yeager in Marion and Johnson counties.

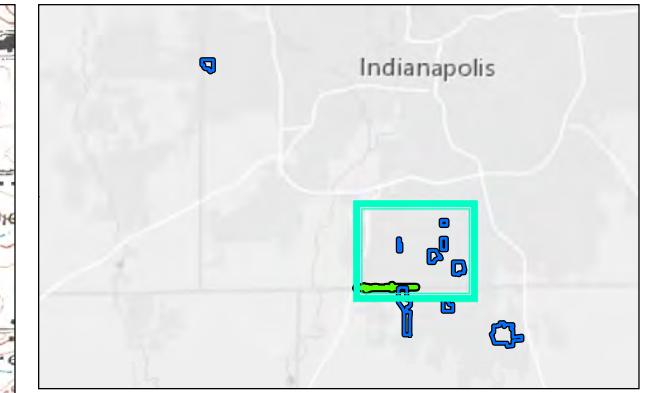
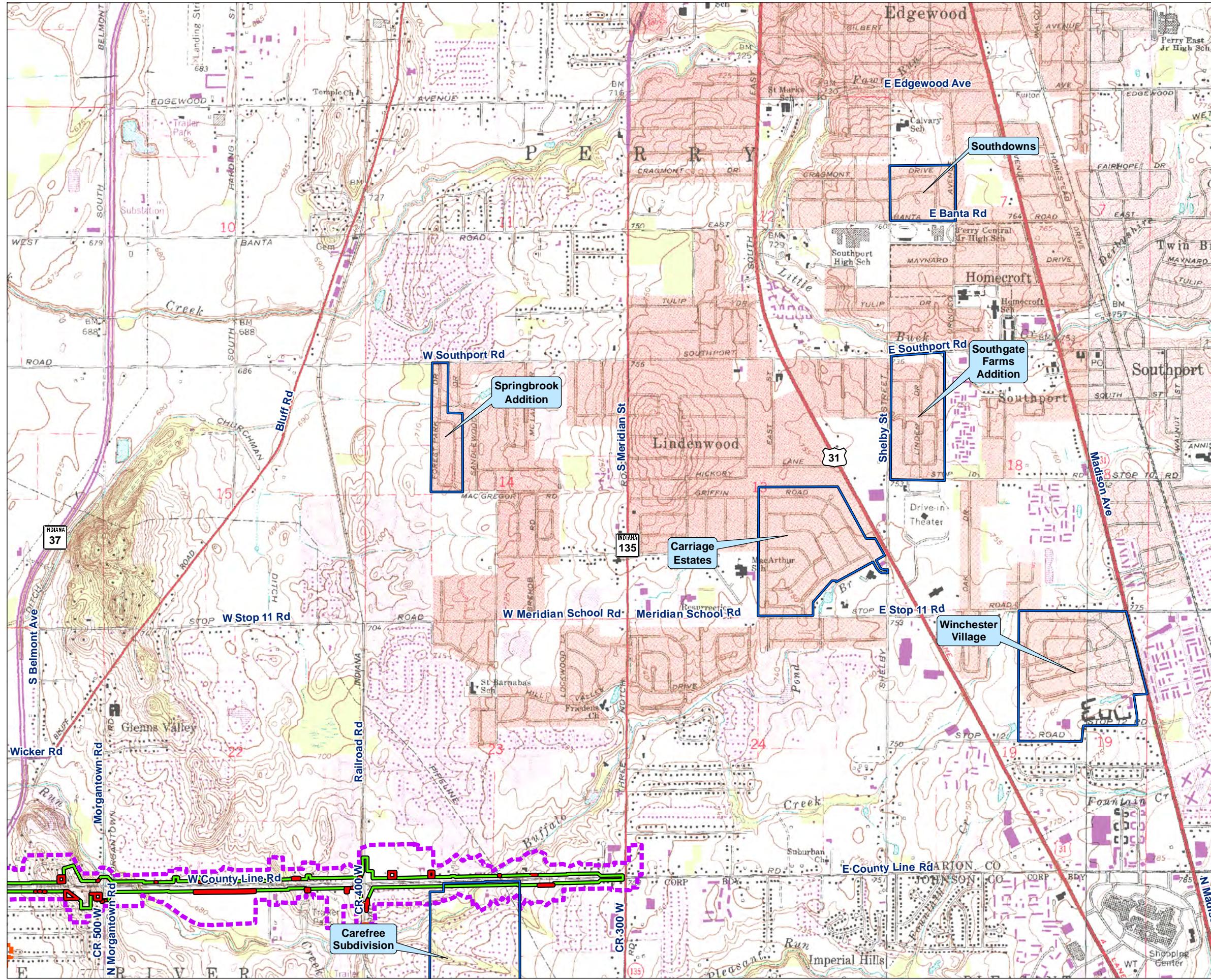
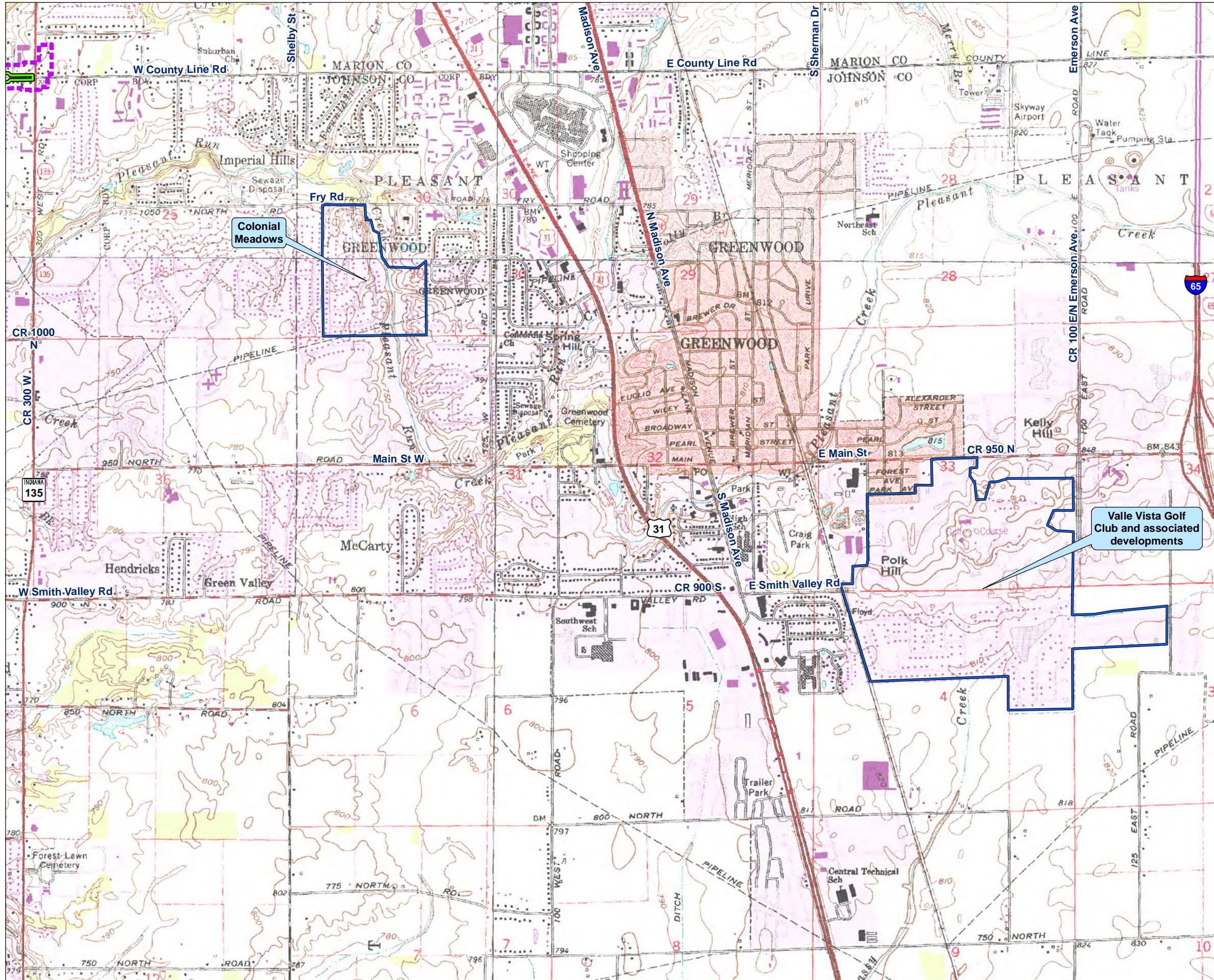


Figure CF 2 Sheet 3 of 4

Portions of the 1992 Bargersville, 1998 Beech Grove, 1998 Clermont, 1992 Greenwood, and 1998 Maywood, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and developments associated with Robert K. Yeager in Marion and Johnson counties.



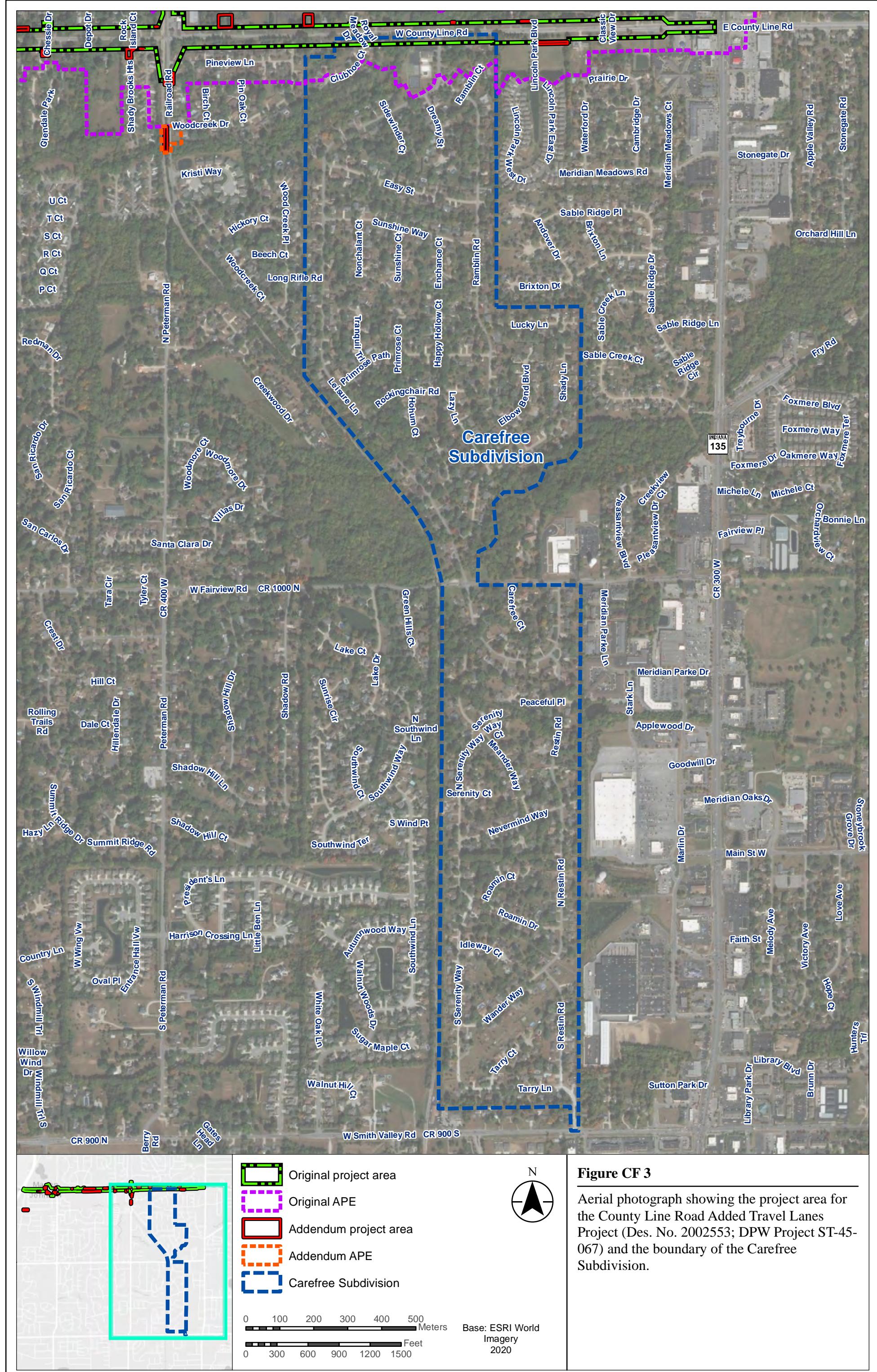
Base: USGS Bargersville, Beech Grove, Greenwood and Maywood, Indiana, 7.5' series quadrangles

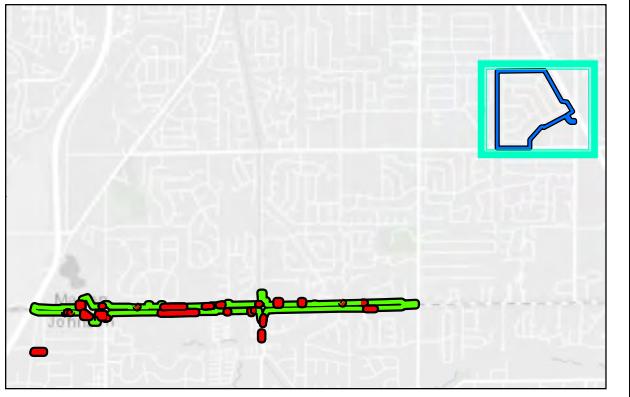


0 200 400 600 800 1000  
Meters  
0 1000 2000 3000  
Feet

**Figure CF 2** **Sheet 4 of 4**

Portions of the 1992 Bargersville, 1998 Beech Grove, 1998 Clermont, 1992 Greenwood, and 1998 Maywood, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and developments associated with Robert K. Yeager in Marion and Johnson counties.





 Carriage Estates subdivision

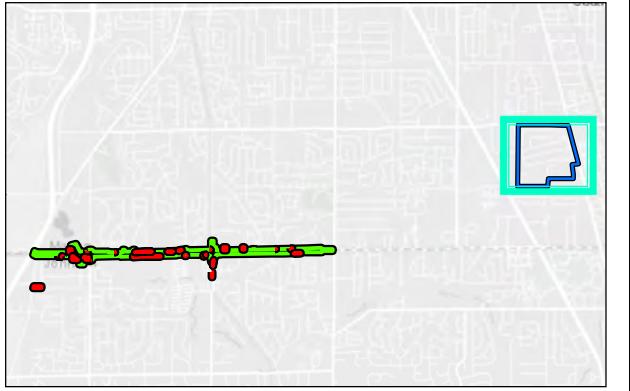
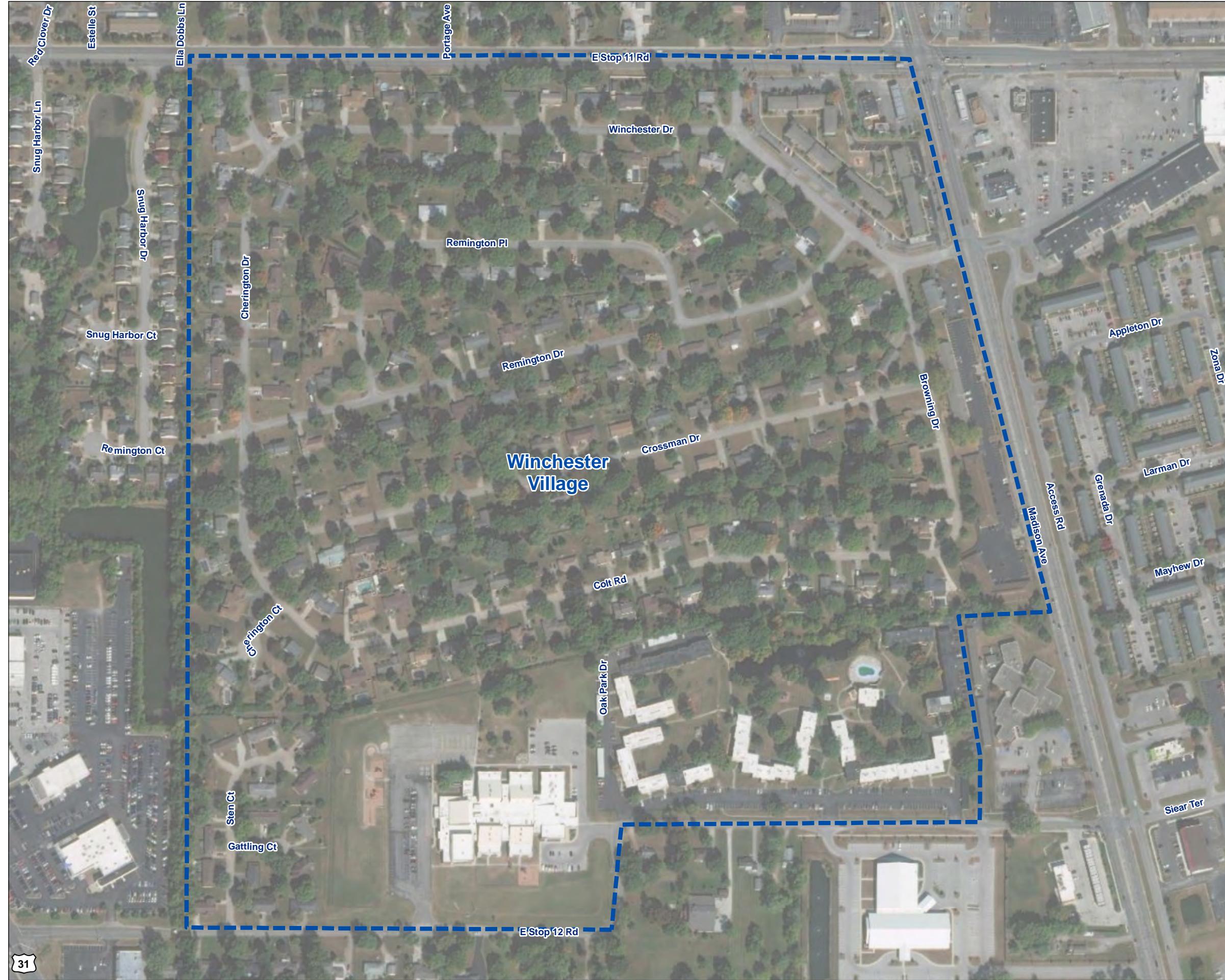
Base: ESRI World Imagery  
Aerial photograph 2020

0 30 60 90 120 150 Meters  
0 100 200 300 400 500 Feet



**Figure CF 4**

Aerial photograph showing the boundary of the Carriage Estates subdivision.



 Winchester Village development  
(boundary is approximate)

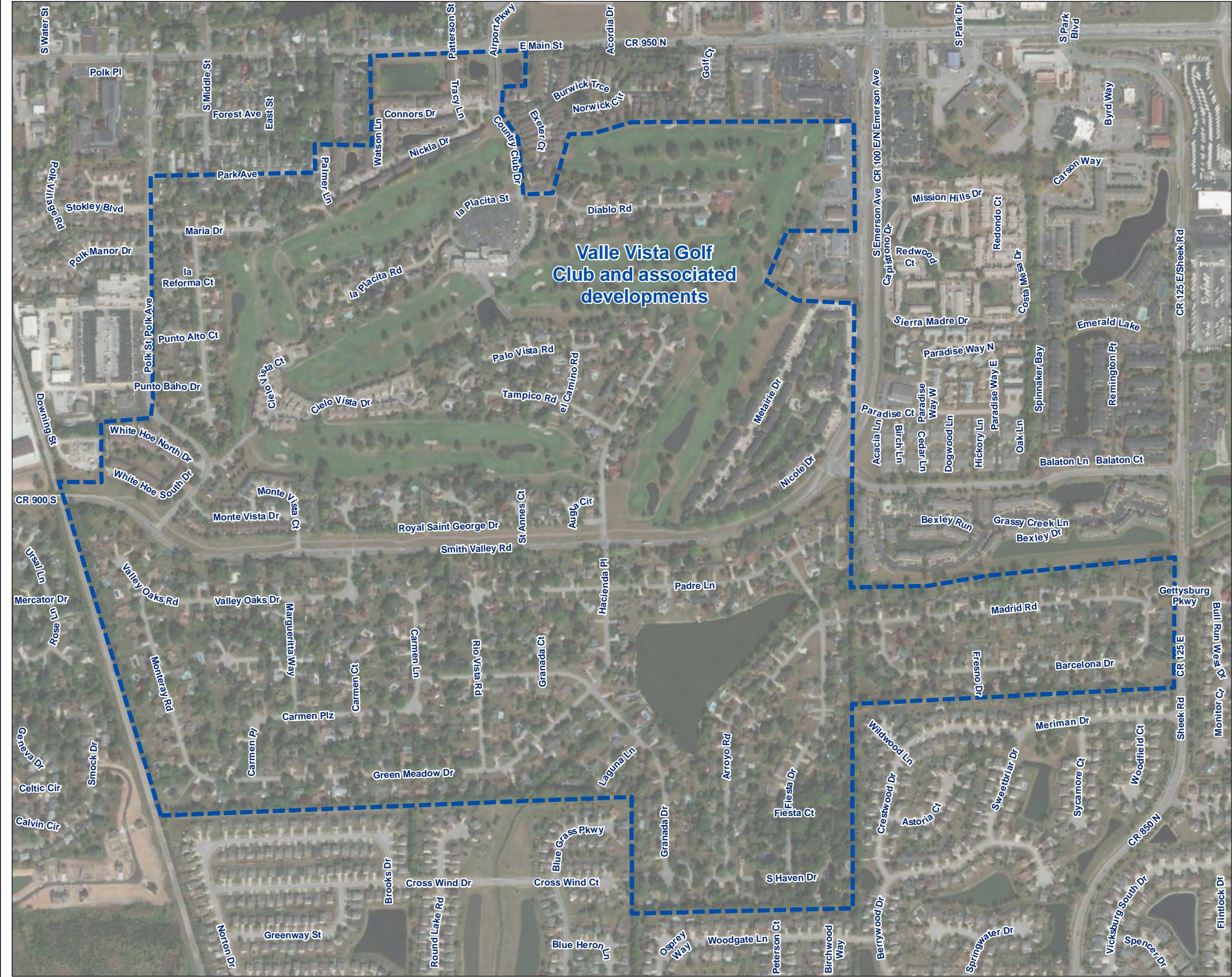
Base: ESRI World Imagery  
Aerial photograph 2020

0 30 60 90 120 150 Meters  
0 100 200 300 400 500 Feet



**Figure CF 5**

Aerial photograph of Winchester Village and associated development.



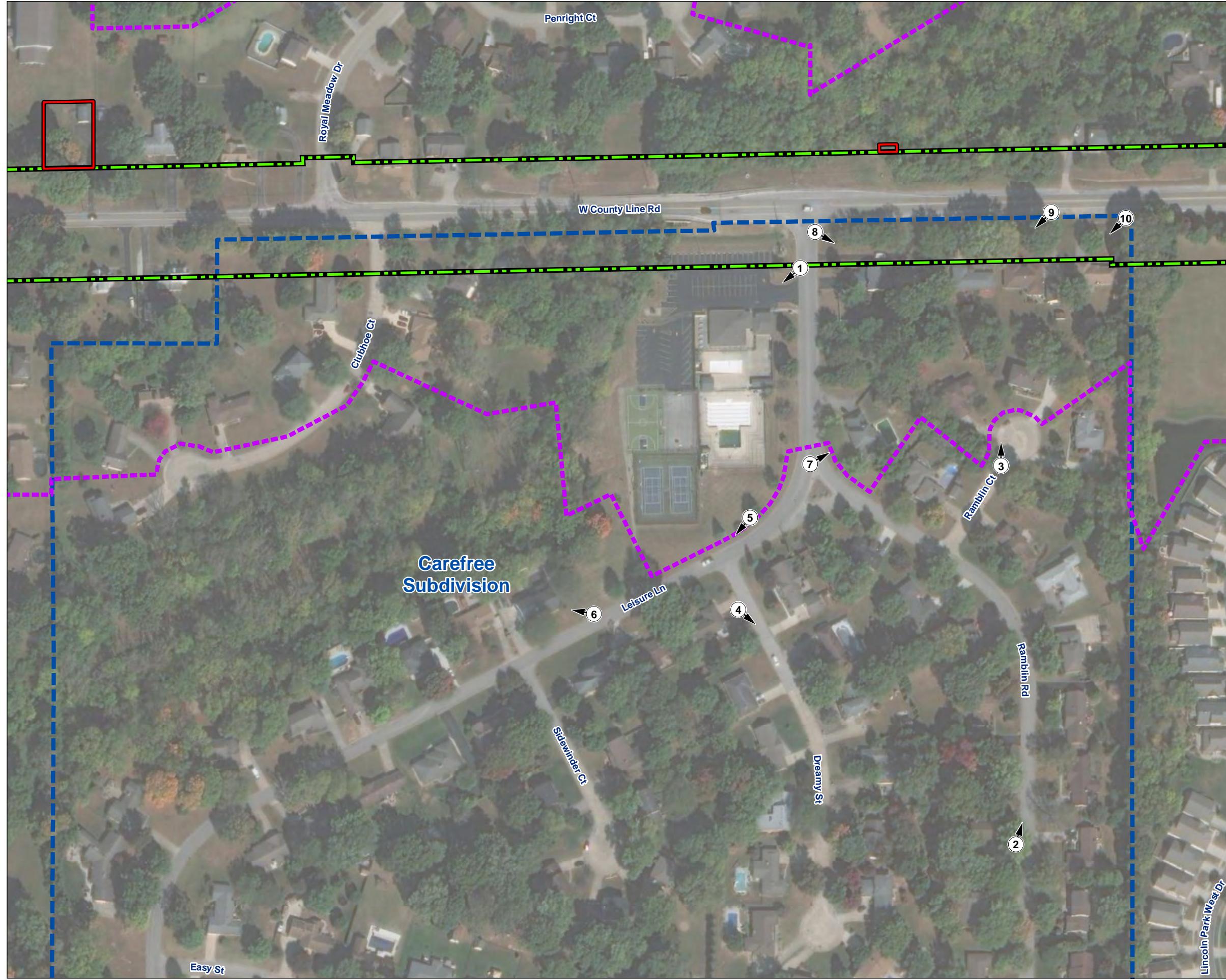
 Valle Vista Golf Club and associated development (boundary is approximate)

Base: ESRI World Imagery  
Aerial photograph 2020  
0 60 120 180 240 300 Meters  
0 200 400 600 800 1000 Feet



**Figure CF 6**

Aerial photograph of Valle Vista Gold Club and associated development.



- Original project area
- Original APE
- Addendum project area
- Carefree Subdivision
- Photograph location

Base: ESRI World Imagery  
2020



#### Carefree Subdivision photo key

Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the boundary of the Carefree Subdivision.



Photograph CF 1. Carefree club house located at County Line Road, looking southwest.



Photograph CF 2. Houses along Ramblin Road, looking north-northeast.



Photograph CF 3. Houses in cul-de-sac on Ramblin Court, looking north.



Photograph CF 4. Houses along Dreamy Street, looking southeast.



Photograph CF 5. Houses along Leisure Lane, looking southwest.



Photograph CF 6. 1000 Leisure Lane, looking northwest.



Photograph CF 7. 1107 Ramblin Road at intersection with Leisure Lane, looking northeast.



Photograph CF 8. 1201 Leisure Lane at intersection with County Line Road, looking southeast.



Photograph CF 9. 3757 and 3779 County Line Road, looking southwest.



Photograph CF 10. 3755 County Line Road, looking southwest.

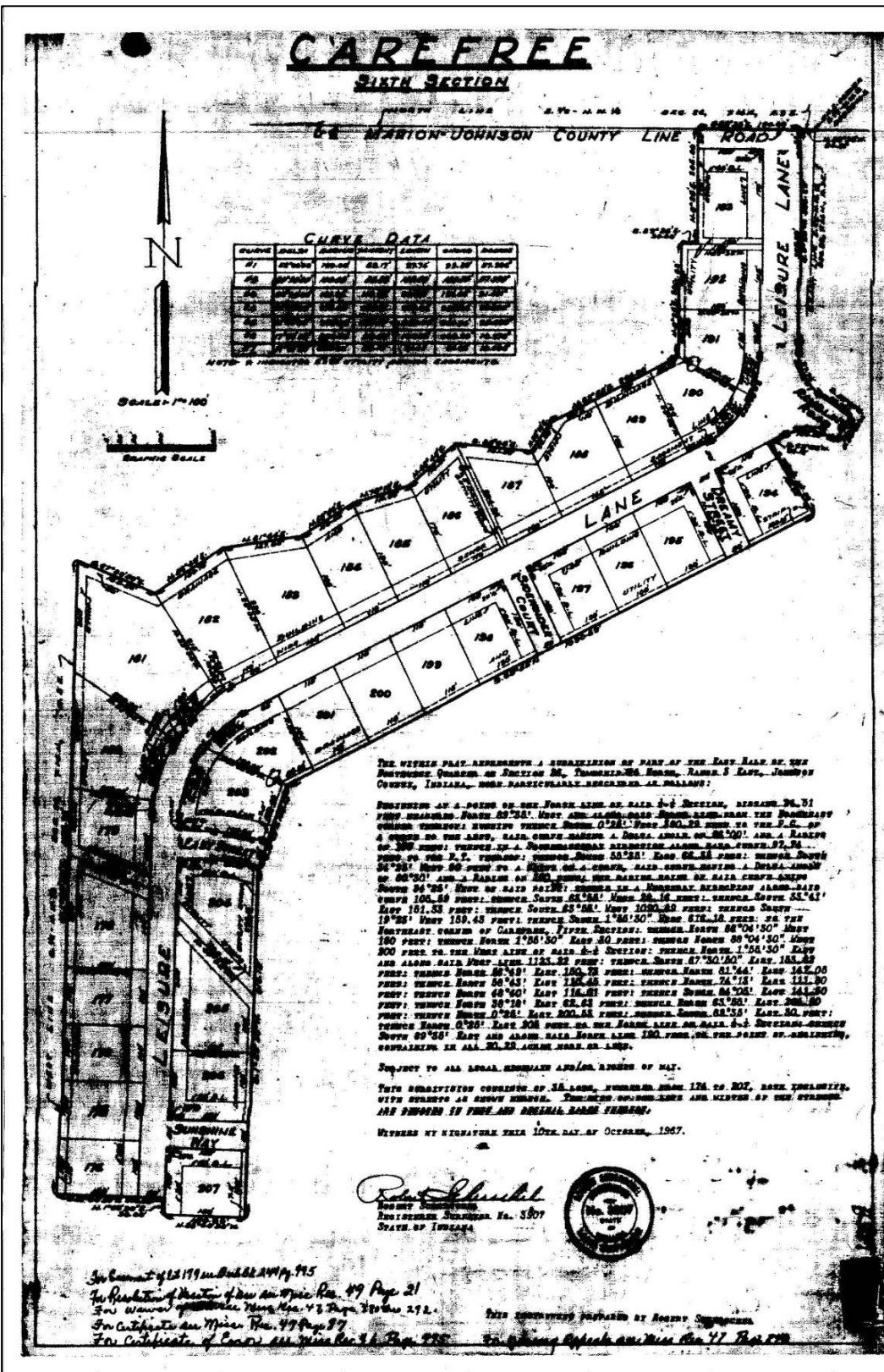


### **Housing development**

Robert Yeager and Marge Quinlan look over an artist's sketch of Carefree South, a large addition west of Greenwood they plan to develop into housing with 584 lots on two-thirds to one acre sites.

Photograph CF 11. Carefree developers Yeager and Quinlan presenting the plan for the subdivision, from *The Daily Journal* (Franklin, Indiana), April 4, 1967.





Photograph CF 13. The filed plat for Section 6 of Carefree, located south of County Line Road (1967).

FOOTBALL FANS  
ARISE (EARLY)  
AND VISIT BEAUTIFUL

**Carefree**

CITY LIVIN-COUNTRY STYLE

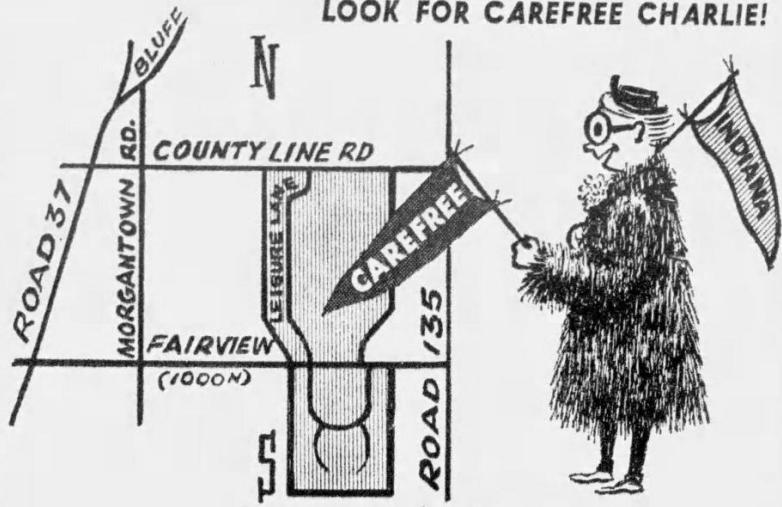
ON YOUR WAY

TO THE I.U. GAME

Drive thru and see Carefree in its fall splendor. Over 100 homesites available for immediate building, or take your pick now for spring construction. All city utilities, 2 private recreation centers, paved streets, wooded and rolling homesite. \$4,800 and up.

Developed by Robert K. Yeager

LOOK FOR CAREFREE CHARLIE!



Sales

By . . .

**ACTION**

888-1194

REALTY, INC.

881-9356



Photograph CF 14. Advertisement for Carefree, from *Indianapolis News* on October 19, 1968.

## RIDGE HILL TRAILS

**Description:** Ridge Hill Trails is located in Perry Township in Johnson County and is adjacent to White River Township in Johnson County, Indiana (Figure RH 1). The subdivision is bounded by County Line Road on the south and by the rear property lines of the lots facing Winding Ridge Road and Blazing Trail Court on the west and by the subdivision limits to the east and north (Figure RH 2). The subdivision was originally platted as “Ridge Hills Trails.” However, later iterations of the subdivision were changed to Ridge Hill Trails, and this has become the more common name for the neighborhood. Therefore, the name Ridge Hill Trails will be used throughout to refer to this subdivision. A total of 213 lots make up this subdivision and were platted in five sections between 1969 and 1977 (See Table 2). The majority of the houses in Ridge Hill Trails, 77 percent, were built after 1974 and will be less than 50 years old at the time of project letting.

Table 2. Ridge Hill Trails Subdivision Construction Dates by Plat.

Subdivision Plat	Year Platted	Number of lots
Plat 1	1969	28
Plat 2	1972	43
Plat 3*	1974 (1975)	71
Plat 4	1975	43
Plat 5	1977	28

\*Plat 3 was re-platted in 1975, however, the number of lots did not change, only the addresses of the lots changed.

The Section 1 plat of Ridge Hill (1969) has lots that are large and irregularly sized. The lots in Sections 2–5, platted between 1972 and 1977, are both smaller and more uniform in size. The five plats comprise what today is known as Ridge Hill Trails. The subdivision is residential in use with no commercial properties.

Prior to being developed, the land on which the subdivision sits had been used as agricultural fields (Figures RH 3 and RH 4). The subdivision was built slowly over the course of eight years, with lots slowly being reduced from one-acre lots to half-acre lots in the later sections such as in Section 3 of the subdivision (Photograph RH 1 and RH 2). As the entire subdivision neared completion in 1977 and other developments were built along South County Line Road, the Ridge Hill Subdivision lost its rural feel (Figure RH 5). An examination of the building dates

available on the Marion County GIS site (<https://beacon.schneidercorp.com/Application.aspx?AppID=129&LayerID=1554&PageTypeID=1&PageID=939>) revealed that half of the homes built within the Ridge Hill Trails Subdivision were built between 1975 and 1977; only 26 of the 213 houses were built by 1972, with an additional 21 built in 1973 (Figure RH 2). See Table 3 below.

Table 3. Ridge Hills Trails Subdivision Houses Built by Year.

Date built	Number of homes
1970	13
1972	13
1973	21
1974	19
1975	34
1976	76
1977	37
1980s+	3

Of the 213 homes platted in this subdivision, only 47 will be 50 years old or older at the time of project letting in 2023. Therefore, the majority of the structures—77 percent—in Ridge Hill Trails are not old enough to be considered eligible for the NRHP.

**Historical information:** A public notice for the first platted section of the subdivision referred to section one as “Ridge Hills Subdivision” (Photograph RH 1; Plat 1; *The Indianapolis Star* 1969b). This first plat was referred to on legal documents as Ridge Hills, although the subsequent plats were referred to as Ridge Hill Trails. This subdivision was first advertised by local businessmen Henry Scheid and William Van Hoy, Jr. in June 1968 in *The Indianapolis Star*. Henry Scheid and William Van Hoy would later become well known around Greenwood and Indianapolis as owners of the El Dorado Country Club, now known as Dyes Walk Country Club, and as developers of the El Dorado II Subdivision and the Valley Ridge Farms apartments (*The Indianapolis Star* 1976, 1989, 2021). The El Dorado Country Club and the El Dorado II Subdivision both are located west of the intersection of North State Road 135 and County Road 750 North (Golfview Drive), approximately 4 miles southeast of Ridge Hill Trails. The Valley Ridge Farms apartments, now known as Overlook at Valley Ridge, is located east of I-65 and north of East Southport Road approximately 6 miles northeast of the Ridge Hill Trails subdivision.

Advertisements for homes within the Section 1 plat were featured as early as May of 1969 in *The Indianapolis Star* and show pictures of completed home exteriors. Homes in Section 1 of the Ridge Hill Trails subdivision are characterized by a notable amount of variety as evidenced in photographs from the ASC Group, Inc. 2020–2021 survey and corresponding photographs from newspaper advertisements (*The Indianapolis Star* 1969a, 1969d, 1972a; Photographs RH 3–RH 13). A 1972 aerial of the subdivision corroborates the construction of just 14 houses scattered throughout the Section 1 plat. Approximately five homes can be seen built within the Section 2 plat of the subdivision within the same aerial (Figure RH 4). Many of the homes in Section 1 were advertised as homes built by local mason Gene A. Biehl. Biehl was a veteran of the Army-Air Corps, a private pilot, and a builder-developer on Indianapolis' south side, as well as in Marion County. Throughout the construction of Sections 1 and 2 of the Ridge Hill Trails subdivision, many homes were advertised as “Biehl Model” (*The Indianapolis Star* 1969a; 1971a; 1972b). Biehl often collaborated with Scheid and Van Hoy on homes that were built in Ridge Hill Trails (*The Indianapolis Star* 1969b). Other names were advertised as home builders within Ridge Hill Trails; however, a majority of newspaper coverage focuses on Scheid, Van Hoy, and Biehl. Other key features called out in the newspaper advertising of the Ridge Hill Trails were the rolling hills and the rural feel of the surrounding topography.

### **Analysis and Comparatives**

In its letter of July 6, 2021 (revised July 15), the Indiana SHPO states:

“Ridge Hill Trails is eligible under Criterion A and C under Community Planning & Development and Architecture. It is a Custom Development subdivision with an interesting curvilinear plan, composed of a variety of styles and types. It remains as an intact “entry-level” Custom Development that is very cohesive and uniform. We wish to point out the Custom Developments do not have to be architect-designed alone, they can be Custom by way of the subdivision builder.”

The MPDF lists the following characteristics for Custom Developments (ca.1950-1973) subtype (Higgins 2018:268 in Section F):

- “Custom Developments were most likely to be developed after 1950 as the state moved away from the war period. . .”
- “Societal and cultural trends during this time spurred the evolution of the homebuyer as a sophisticated consumer with personal choice, which influenced the development of Custom Developments tailored to meet a variety of needs and preferences.”

- “Custom Developments . . . are typically carefully crafted to accommodate variations in topography, natural settings, or manmade features such as lakes and golf courses, which became critical selling points.”
- “Custom Developments were typically smaller, ranging from a dozen dwellings to less than 100 residences. However, larger examples were developed, with builders often filling multiple successive plats extending the limits of the Custom Development; subsequent plats were often distinguished by slight variations in design, layout, or housing stock.”
- “Houses may be architect-designed or custom-designed by a builder and typically exhibit more variation than housing stock associated with Transitional and Tract Developments.”
- “Ranch houses, Split-levels, Bi-levels, and Massed Two-story houses are common, as are Contemporary, Builder Modern, and Neo-Eclectic dwellings.”

The Ridge Hill Trails Subdivision, as a whole, meets all of these characteristics, but has a degree of variation from the above characteristics at the same time. The subdivision was platted in five sections between 1969 and 1977. Between the years 1969 to 1974, the subdivision was advertised as a neighborhood with large houses, on an acre or more of land, that averaged three to four bedrooms, had covenants for underground utilities (electric, water, gas), and concrete streets (*The Indianapolis Star* 1969a, 1969b, 1969c, 1969d, 1971a, 1971b, 1972a, 1972b, -1974a, 1974b). The first platted section of the subdivision advertised larger tracts of land, likely due to the difficulty of dividing the hilly topography of the southeastern section of the subdivision into smaller lots. The subdivision grew slowly based on the number of houses that were built between 1970 and 1974 (Figure RH 2; Photographs RH 14–RH 17).

This slow growth suggests that larger homes on large tracts of land were likely not affordable by most prospective buyers at the time. The slow growth of the neighborhood was also likely impacted by the 1973–1975 Recession, which caused prices on commodities, such as gas and oil, to skyrocket. These commodities were needed by the growing number of commuters to travel from their homes in subdivisions to work in the cities.

After the recession, homes were rapidly built and sold between 1975 and 1977. The houses built in this two-year period were smaller Ranch style variants and tended to be on half-acre lots in sections three, four, and five (Photographs RH 18–RH 21). This helps demonstrate that initially the subdivision was geared towards larger or growing families with larger incomes, but was later developed into smaller and more affordable housing, making the subdivision more tailored to the needs of first-time homebuyers as it developed in the years following the period of significance established in the MPDF.

Ridge Hill Trails, as the name suggests, has a natural hilly terrain in some areas (Photograph RH 13). These areas are unique to the southeastern corner of the subdivision where the house lots are larger. The rest of the subdivision is relatively flat with little to no slopes and smaller house lots (Photographs RH 18–RH 21). While Ridge Hill Trails does take advantage of the natural topography, the setting of the neighborhood is not cohesive. The subdivision gives the impression of being discontinuous in the way the roads are laid out and by the way the houses are situated on the lots in the early section of the subdivision compared to that in later sections.

This, coupled with the staggered development of the subdivision, causes the entire subdivision to have the appearance and feel of a neighborhood that was not planned as a whole and has a limited variance in styles throughout the subdivision. With the exception of the first platted section, the subdivision is dominated by various Ranch style homes, including modified Linear Ranch (Photograph RH 15), Half-Courtyard, and Linear Ranch with Clusters style homes (Photograph RH 21). The overall subdivision appears to have maintained its original layout, with many of the houses retaining their stone and brick elements, with the addition of replacement materials such as vinyl siding and windows. Many homes in the subdivision also have newer additions, such as larger garages or additional rooms.

The MPDF states, “Custom Developments were typically smaller, ranging from a dozen dwellings to less than 100 residences. However, larger examples were developed, with builders often filling multiple successive plats extending the limits of the Custom Development; subsequent plats were often distinguished by slight variations in design, layout, or housing stock” (Higgins 2018). The Ridge Hill Trails Subdivision is a larger custom development with 213 houses. The Subdivision was platted in several sections; however, the final platted sections are significantly different from the first platted section. As stated above, the topography of the subdivision ranges from hilly to flat, which is reflected in how the subdivision was laid out in the first section versus the later sections. This can also be seen in how the streets developed within the subdivision.

Ridge Hill Trails was developed with curvilinear streets and culs-de-sac, a common pattern encouraged in post-World War II neighborhoods and Custom Developments to discourage through traffic (Pettis et al. 2012). However, it seems that the Ridge Hill Trails Subdivision only makes use of culs-de-sac in the later sections of the subdivision. The cul-de-sac type street can be seen in sections three and four, but not in sections one, two, or five (Figure RH 2). The difference in street styles gives the youngest sections on the west side of the subdivision a different feeling than the

older sections. The different appearance and feel of sections three and four make them read like a different subdivision than the earlier platted sections one and two, which do not use culs-de-sac.

Ridge Hill Trails subdivision as a whole is dominated by a variety of Ranch style homes, and has examples of Split-levels, Contemporary, and Massed Two-story homes within the earlier sections of the subdivision.

In respect to the question of significance of Ridge Hill Trail subdivision, the MPDF lists the following on pages 270 and 271 of Section F:

- “Direct relationship with specific trends such as the growth of bedroom communities, provisions of veterans’ housing, economical housing of the readjustment era, or community planning and suburbanization”:

The nearest bedroom community to Ridge Hill Trails subdivision is the city of Greenwood, but the municipal boundary of Greenwood is more than a mile from Ridge Hill Trails. The massive post-World War II suburban growth south of Indianapolis occurred wherever open land was available for sale and was not necessarily drawn to existing communities. While Greenwood has grown through annexing subdivisions, such growth still has not reached the location of Ridge Hill Trails, and this subdivision is not associated with the growth of a bedroom community.

Subdivisions populated the vacant agricultural and forested lands between I-465 and US 31 during the post-war rush for housing. The neighborhoods were built in a response to the need for housing within Indiana, but no advertisements displayed any marketing towards a particular group of people such as veterans, ethnic groups, or low-income families. Due to its age, the Ridge Hill Trails subdivision was not built in response to veteran needs during the readjustment era.

Regarding community planning and suburbanization, it is noted in the MPDF that Indianapolis (including Marion County) had established zoning and planning laws as early as 1921 with city planning committees as early as 1916. The Ridge Hill Trails subdivision was platted in 1969 and was governed by the planning and zoning committee for Marion County as exhibited by the public notices published in *The Indianapolis Star* (1968, 1975), showing that although the subdivision is broadly associated with the community planning and suburbanization of the area, it was not early, innovative, or distinct in following local planning regulations. Ridge Hill Trails follows FHA guidelines for neighborhood planning, as evidenced by its curvilinear streets and culs-de-sac which discouraged through traffic, and added to the visual appeal (Pettis et al. 2012).

- “Relationship to other contemporaneous developments”:

Ridge Hill Trails was part of a massive wave of suburban development spreading south from Indianapolis in the post-World War II period. Ridge Hill Trails was not developed in response to earlier subdivisions and did not inspire the location of later subdivisions. Contemporaneous developments to Ridge Hill Trails would have been portions of Hill Valley Estates and Wood Creek Estates. These subdivisions were built to the east of the subdivision and were close to the town and shopping center of Greenwood. There is no evidence to suggest that Ridge Hill Trails had any relationship to these developments or was developed in response to these subdivisions.

- “Reasons for the planning and establishment of the development and how well the development met its intended purpose”:

Based on advertisements found in *The Indianapolis Star* (1969a, 1969b, 1969c, 1971b), it appears that the reason for planning and establishing the development of Ridge Hill Trails was to provide large beautiful homes on scenic natural landscapes, in a restricted community for, as one ad of the time stated, the homebuyer’s “peace of mind” (*The Indianapolis Star* 1971b). Besides the unspoken implications that drove “White flight,” it appears that the buyers and part-time builders of the neighborhood, Henry Scheid and William Van Hoy Jr., were developing the subdivision for monetary gains. Ridge Hill Trails appeared to meet its initial goals of large lots embracing the natural environments in Section 1 and 2 of the subdivision. The later sections, Sections 3-5, had much smaller lots and appeared to be designed with quantity of homes, and therefore monetary gain, in mind as opposed to earlier visions of an idyllic community (Figure RH 2; Photographs RH 1 and RH 2).

- “Use and influence of government provisions and standards”

Ridge Hill Trail’s use of FHA design principles is evident in the long blocks of housing, curving roads, limited through roads, and use of culs-de-sac in its design. However, the use of these features is very common in subdivisions of this period. Ridge Hill Trail’s use of FHA design principles is neither innovative nor distinct from many of the other subdivisions in the area.

- “Influence of and response to community planning efforts, zoning, local building codes, and other development regulations”

Ridge Hill Trails was a small part of a massive suburbanization trend that occurred in southern Marion and northern Johnson counties following World War II, a great deal of which was earlier than or contemporaneous with Ridge Hill Trails. Ridge Hill Trails appears to have followed

applicable planning, zoning, and building code requirements, but was not early, innovative, or distinct in doing so.

- “Use of innovative practices or methods”

No innovative practices or methods were identified in association with Ridge Hill Trails. There were many Custom Developments already in place throughout the Southport/Greenwood area by the time Ridge Hill Trails was planned and developed, so the subdivision type was not innovative. However, customized the houses were to the desires of the homeowner, the houses in the subdivision are standard builder-constructed types common to other Custom Developments throughout the region. No architect-designed houses were identified to provide added distinction to this subdivision, nor were innovative construction methods or materials identified.

- “The development’s place within the portfolio of the developer”

Henry Scheid and William Van Hoy did not have a large portfolio of developments, although they were associated with a few other development projects. There is evidence to suggest that Scheid and Van Hoy went on to purchase and further develop the El Dorado Country Club in Greenwood and the associated subdivision El Dorado II (*The Indianapolis Star* 1976, 1989, 2021). It should be noted that the El Dorado County Club was purchased from previous owners and further developed by Scheid and Van Hoy; they did not originally purchase and develop the land. It also appears that Van Hoy had other developments such as Valley Ridge Farms. It is unknown if Henry Scheid shared in the purchase and development of Valley Ridge Farms. In Henry Scheid’s obituary, dated January 3, 2021, it states that, “He (Scheid) was the owner and developer of many businesses in Indianapolis, Greenwood, and Seymour, including El Dorado Country Club.” It is unclear if Ridge Hill Trails was the first development of the two as partners and whether Ridge Hill Trails Subdivision was the first development of either entrepreneur.

- “Influence of the development on other initiatives (by the same or different developers)”:

Ridge Hill Trails was one of many Custom Developments springing up during this period in southern Marion and northern Johnson counties. As land close to Greenwood or the US 31 corridor filled up with subdivisions, developers and builders moved outward along county roads to open agricultural land available for purchase. County Line Road already was the location of much residential development, regardless of the presence of Ridge Hill Trails.

- “Role of the development in spurring associated development such as commercial nodes, schools, and churches”:

There is no associated development included in the plats of Ridge Hill Trails, and little such development is in the immediate vicinity of the subdivision. As noted above, there was large amounts of post-World War II residential development in the area south of Indianapolis, all of which contributed to the need for schools, churches, shopping centers, and other facilities. Ridge Hill Trails has no direct association with any such ancillary development.

In addition to the MPDF, a review of other supporting documentation such as the NCHRP data cited above informs the analysis of significance. Indianapolis and the surrounding area are dominated by hundreds of post-war subdivisions that vary in age. While Ridge Hill Trails is an example of a Custom Development, it is not unique or the first of its kind within the area of Greenwood or the Southside of Indianapolis. There is no evidence that the Ridge Hill Trails Subdivision introduced new concepts or was distinctive from its contemporaries. Though the same builders went on to construct El Dorado II and Valley Ridge Farms Apartments, it would be more logical to assume that any similarities between the developments is due to having the same builders. There is no evidence to suggest that Ridge Hill Trails Subdivision influenced other property developments.

Ridge Hill Trails is not a significant example of a Custom Development because it does not sufficiently meet the criteria for inclusion on the NRHP as outlined in the MPDF or the NCHRP model for evaluation post-World War II housing. The majority of the properties within the Ridge Hill Trails Subdivision were built outside of the timeframe outlined in the MPDF for Custom Developments (1950–1973). Approximately 77 percent of the homes were constructed in 1974 and later; therefore, Ridge Hill Trails is less than 50 years old. Ridge Hill Trails does not have a neighborhood plan that is cohesive. The subdivision only shows a limited variety in styles: varied Ranches, Massed Two-stories, Split-levels, Bi-levels, and some contemporary homes. As the MPDF states, “simply being characterized by a plan broadly reflecting prevailing planning theory or possessing period housing with integrity is not sufficient to demonstrate significance” (Higgins 2018). Although the Ridge Hill Trails Subdivision possesses qualities that are representative of a Custom Development, the development is dominated by housing that is younger than 50 years, lacks significance, and is not recommended eligible for listing in the NRHP.

**Ridge Hill Trails References:**

*The Indianapolis Star* (Indianapolis, IN)

1968 Notice of Public Hearing Metropolitan Plan Commission of Marion County, Indiana. 22 June: 21.

1969a Restrictions Preserve Beauty of Ridge Hills. 4 May: 145.

1969b Biehl is building on acre lots. 7 September: 146.

1969c Acre Lots. 25 May: 139.

1969d Pennington's Proudly Presents Ridge Hill Trails. 17 August: 165.

1971a Biehl Builds New House in Ridge Hill. 21 March: 150.

1971b Living is a State of Mind, Ridge Hill Trails. 16 May: 170.

1972a Van hoy Ranch Model Offers Prestige. 23 January: 107.

1972b New Area Preview of Ridge Hill Trails. 30 July: 56.

1974a Ridge Hill Trails Under Construction. 26 July: 53.

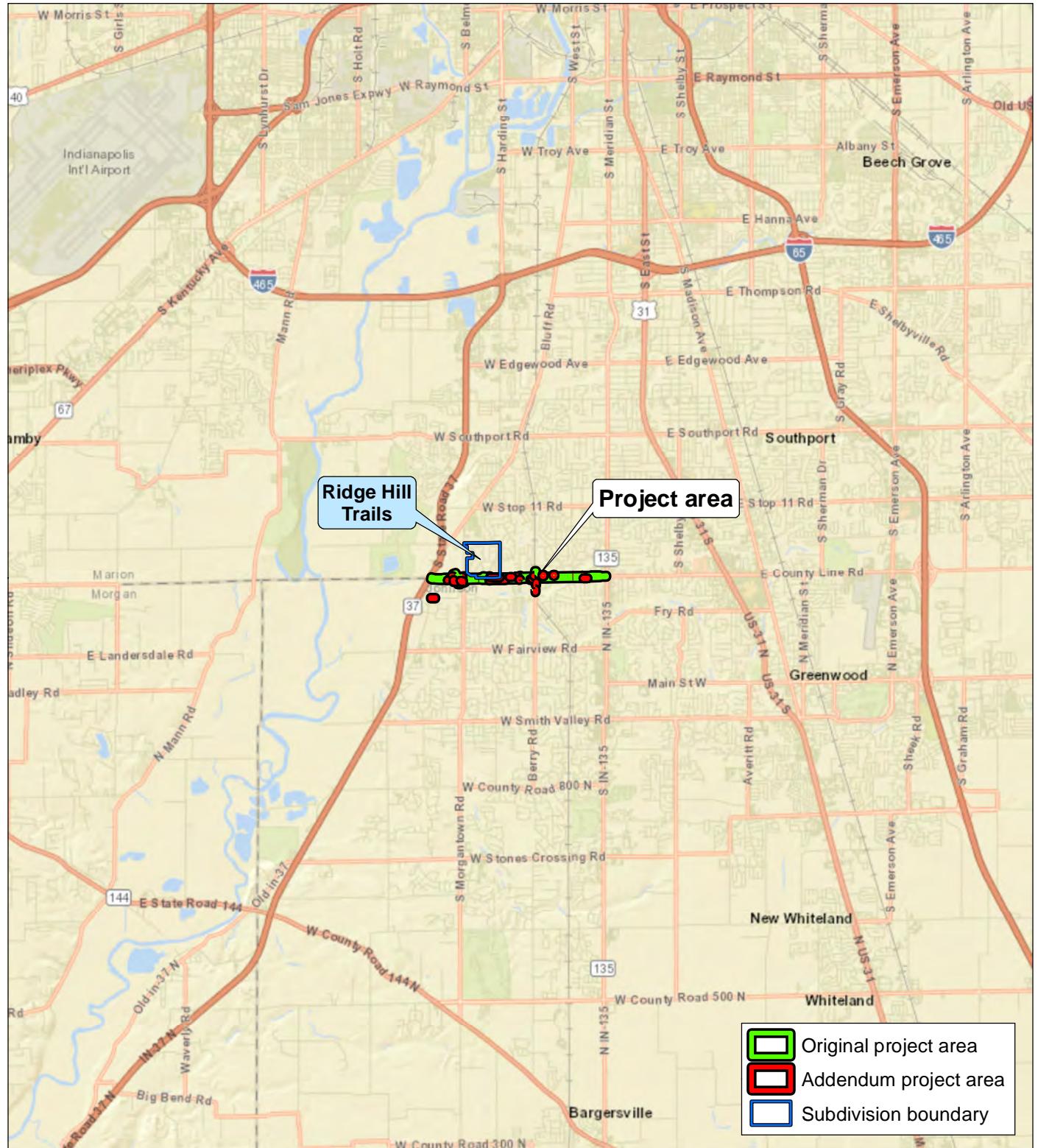
1974b A Dream Come True. 31 August: 42.

1975 Public Notices, Notice of Public Hearing Metropolitan Plan Commission of Marion County, Indiana. 1 November: 22.

1976 El Dorado Club Near Ready. 5 March: 11.

1989 William Van Hoy Jr. rites Wednesday. 19 December: 29.

2021 Henry C. Scheid. 3 January: A33.



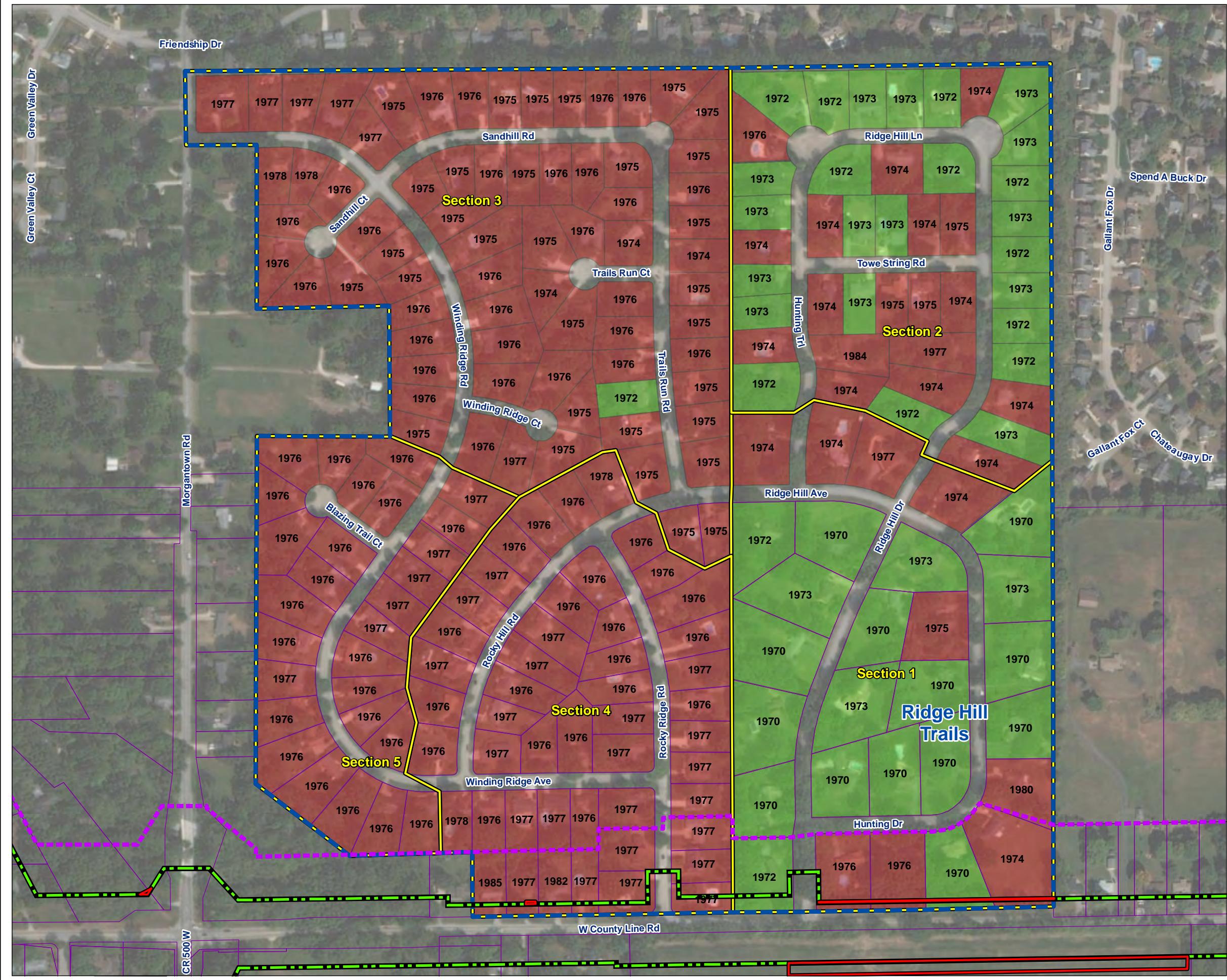
**Figure RH 1**

Portion of the ESRI World Street Map showing the vicinity of the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), the location of the Ridge Hill Trails Subdivision.

Base: ESRI World Street Map



0 1 2 3 4 Kilometers  
0 1 2 3 Miles

**Figure RH 2**

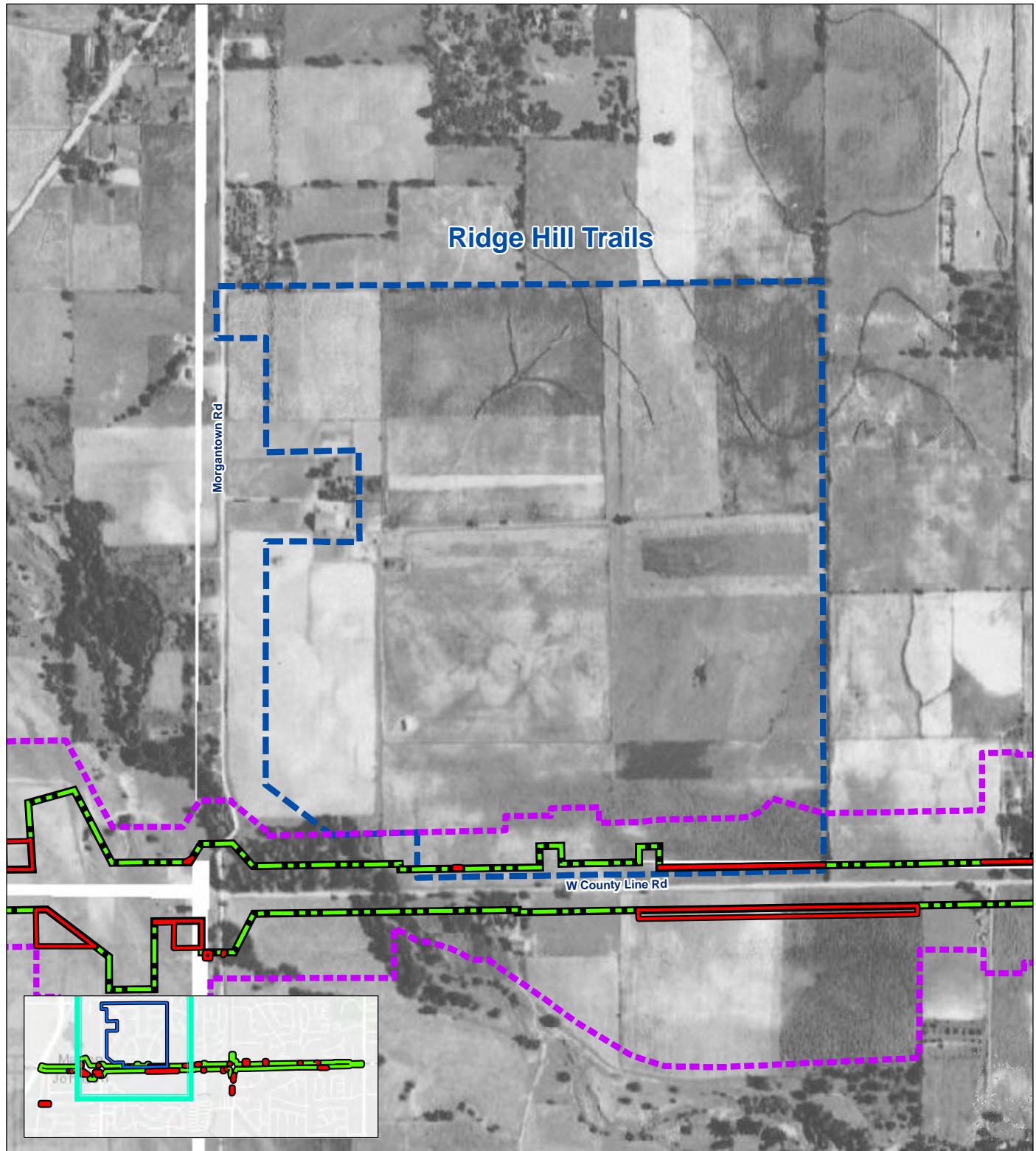
Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), the boundary of the Ridge Hill Trails Subdivision, and the dates of construction of the houses in the subdivision.

Base: ESRI World Imagery  
Aerial photograph 2020

0 30 60 90 120 150 Meters

0 100 200 300 400 500 Feet





Original project area  
 Original APE  
 Addendum project area

Ridge Hill Trails

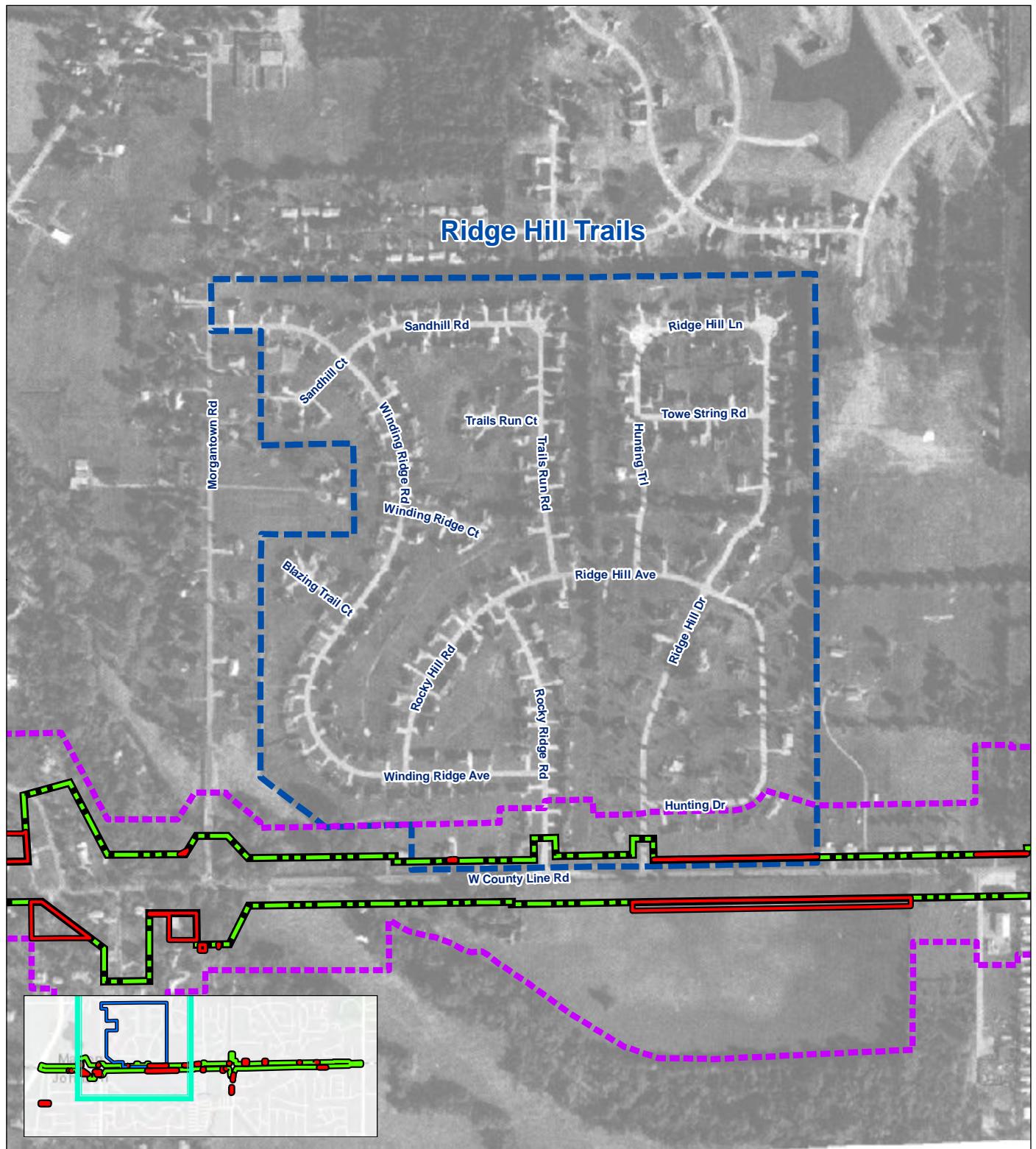
0 50 100 150 200 250 300  
Meters  
0 200 400 600 800 1000  
Feet



### Figure RH 3

Aerial photograph from 1941 (MapIndy 2021) showing the rural area that would become the location for the Ridge Hill Trails subdivision.

Base: Aerial photograph  
1941



**Figure RH 4**

Aerial photograph from 1978 (MapIndy 2021) showing the Ridge Hill Trails development as it neared completion.



Original project area



Original APE



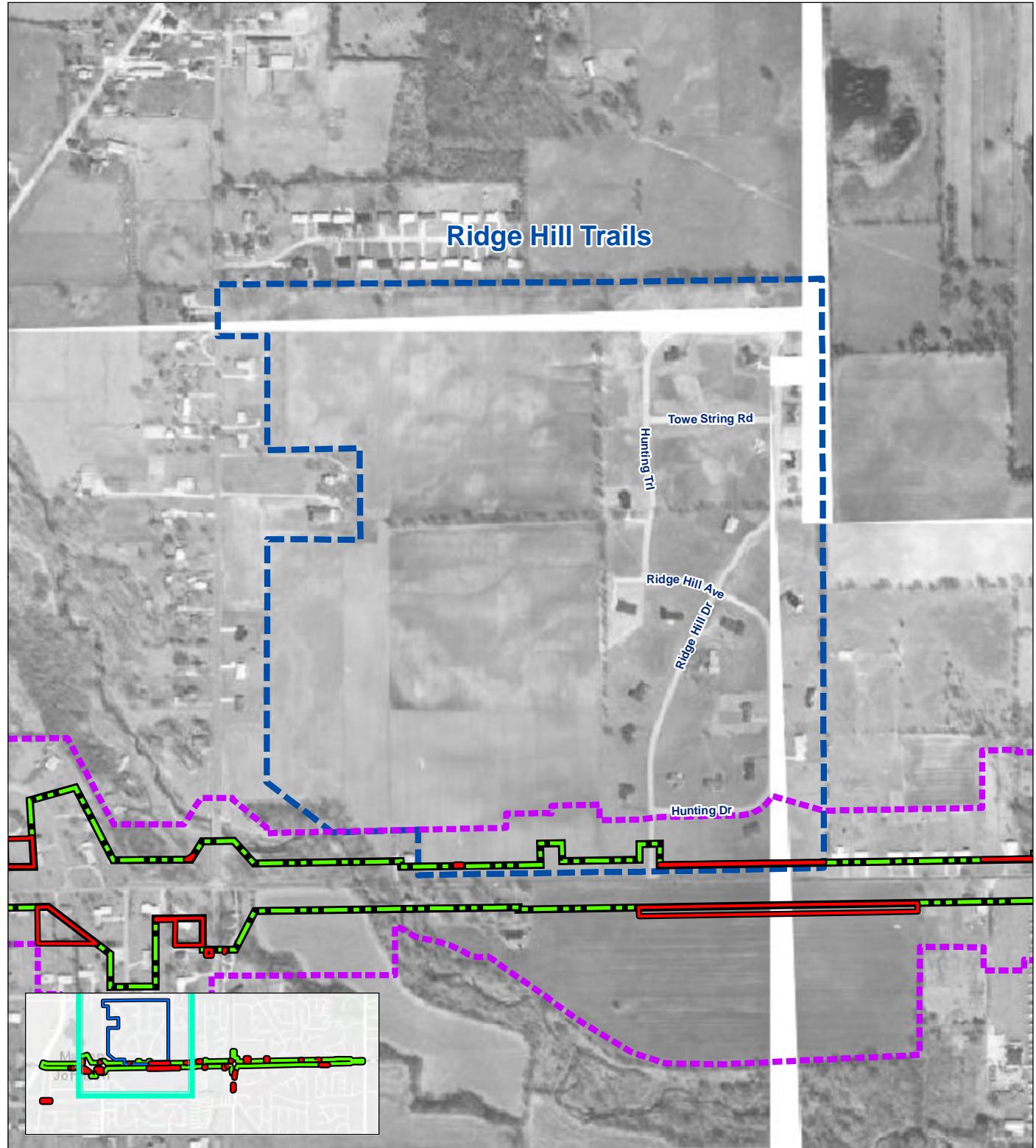
Addendum project area



Ridge Hill Trails

0 50 100 150 200 250 300  
Meters  
0 200 400 600 800 1000  
Feet





Original project area  
 Original APE  
 Addendum project area

Ridge Hill Trails

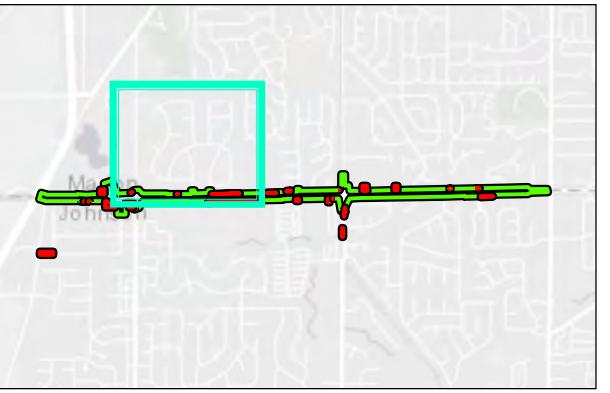
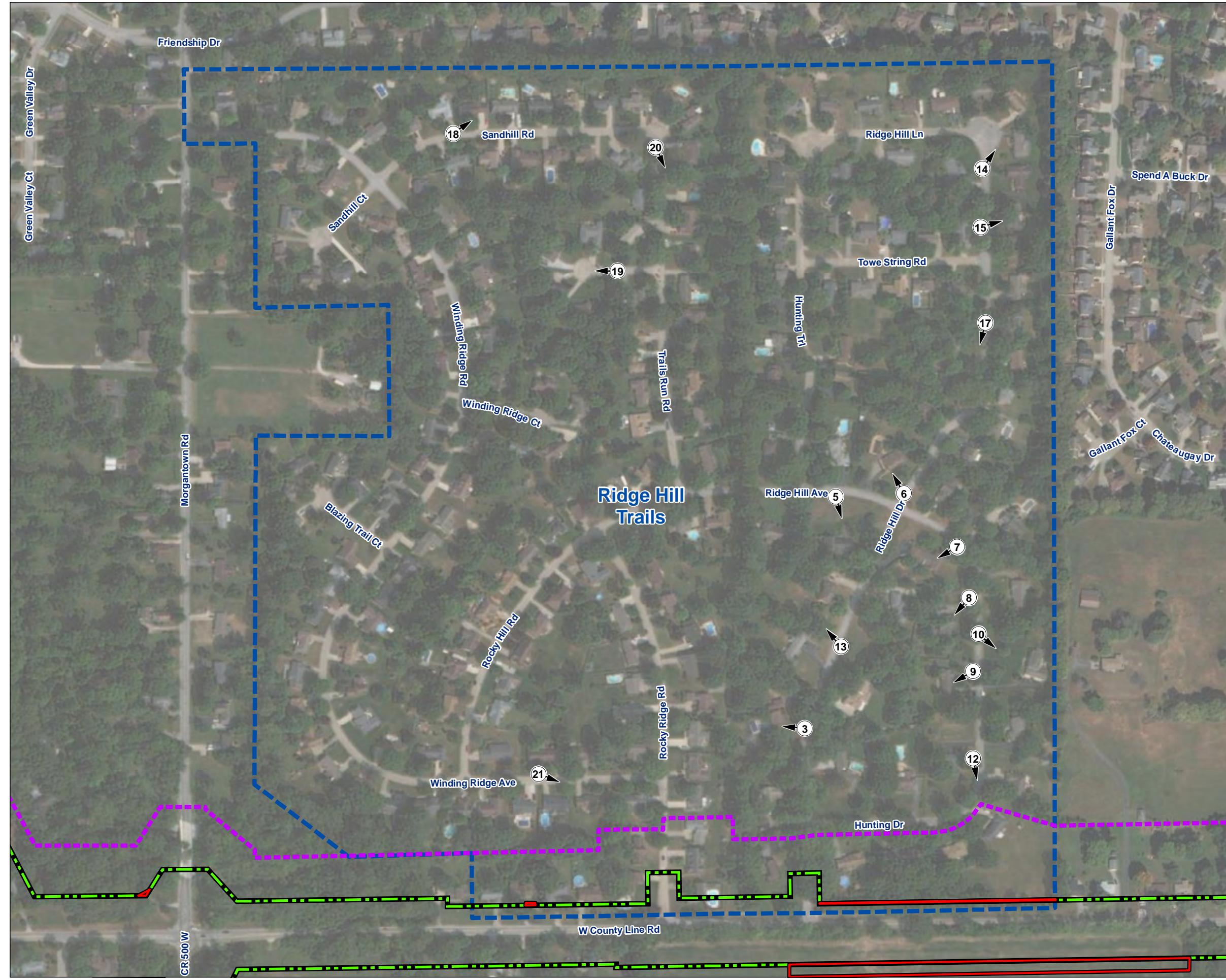
0 50 100 150 200 250 300 Meters  
0 200 400 600 800 1000 Feet



### Figure RH 5

Aerial photograph from 1972 (MapIndy 2021) showing the Ridge Hill Trails subdivision in early development.

Base: Aerial photograph  
1972



- Original project area
- Original APE
- Addendum project area
- Ridge Hill Trails
- Photograph location

Base: ESRI World Imagery  
Aerial photograph 2020

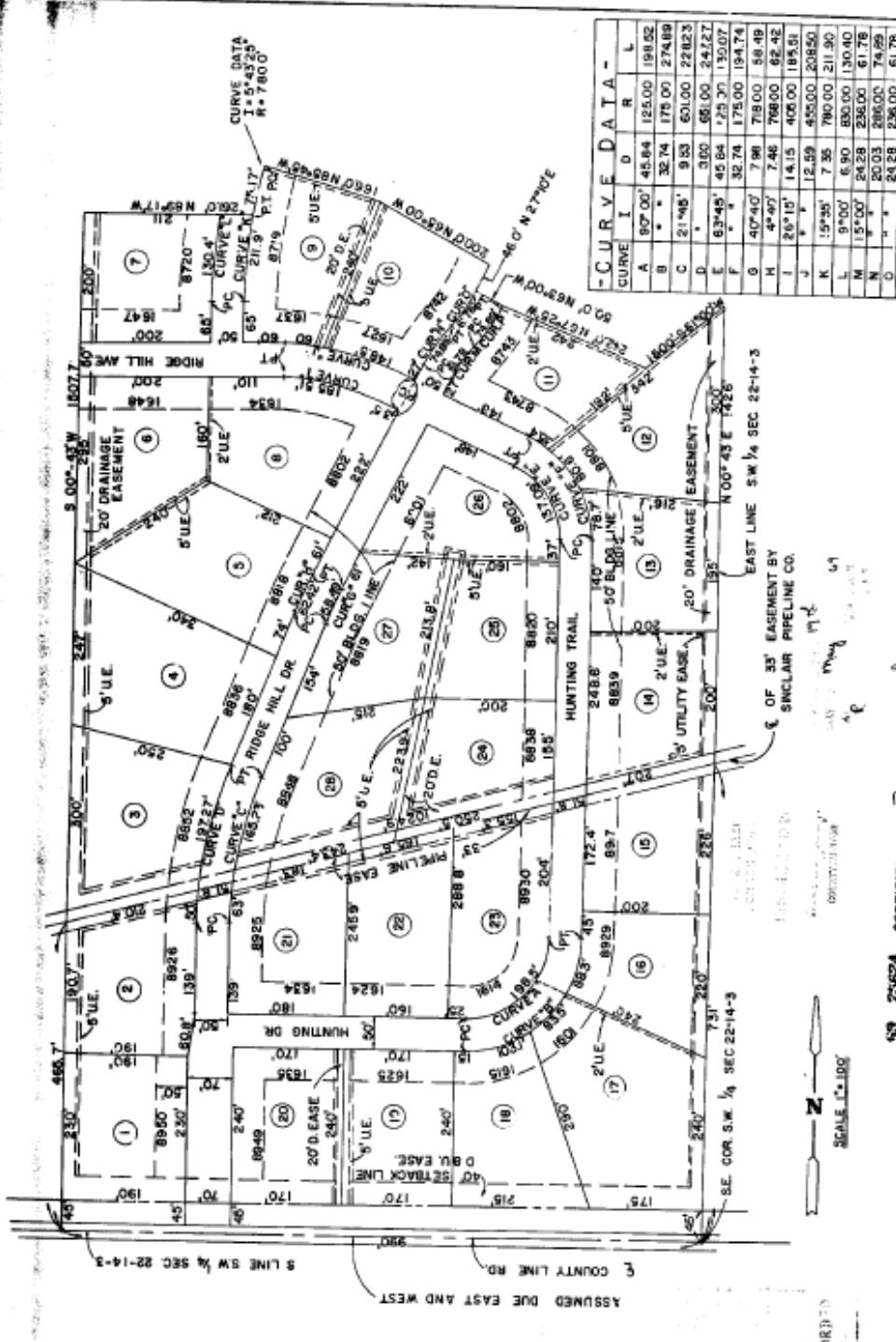


#### Ridge Hill Trails photo key

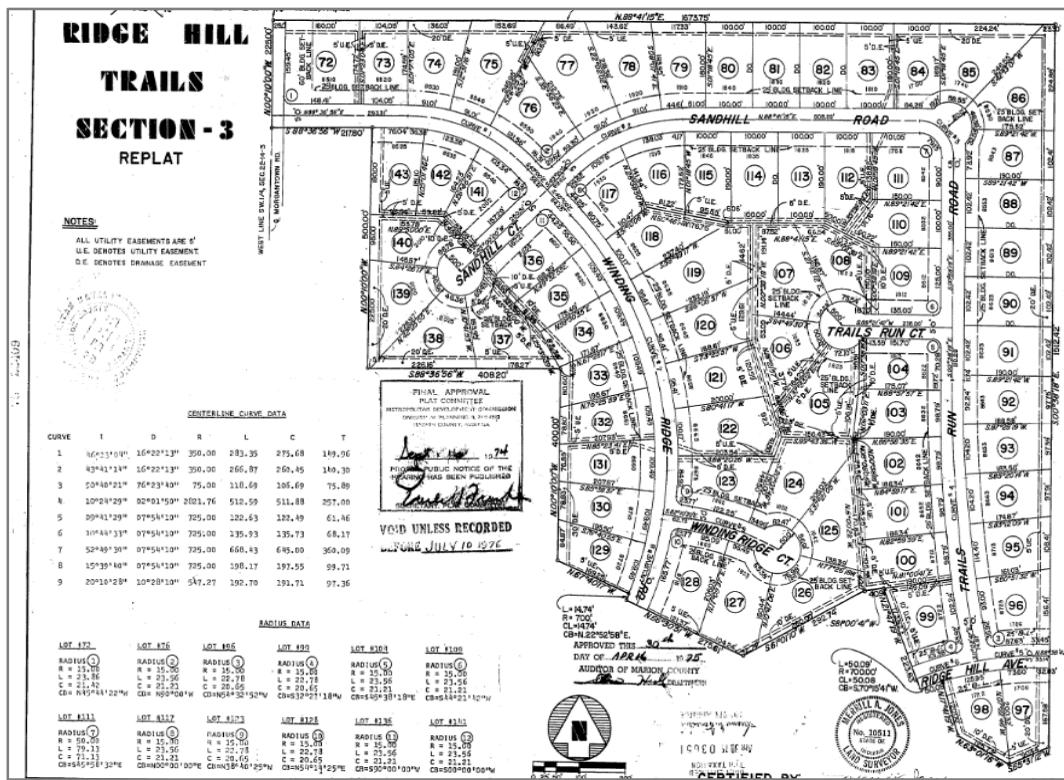
Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the boundary of the Ridge Hill Trails Subdivision.

## RIDGE HILLS SUBDIVISION SECTION-1

RECEIVED FOR RECORD  
19 MAY 18 AM 11: 27  
1960-1961  
1960-1961



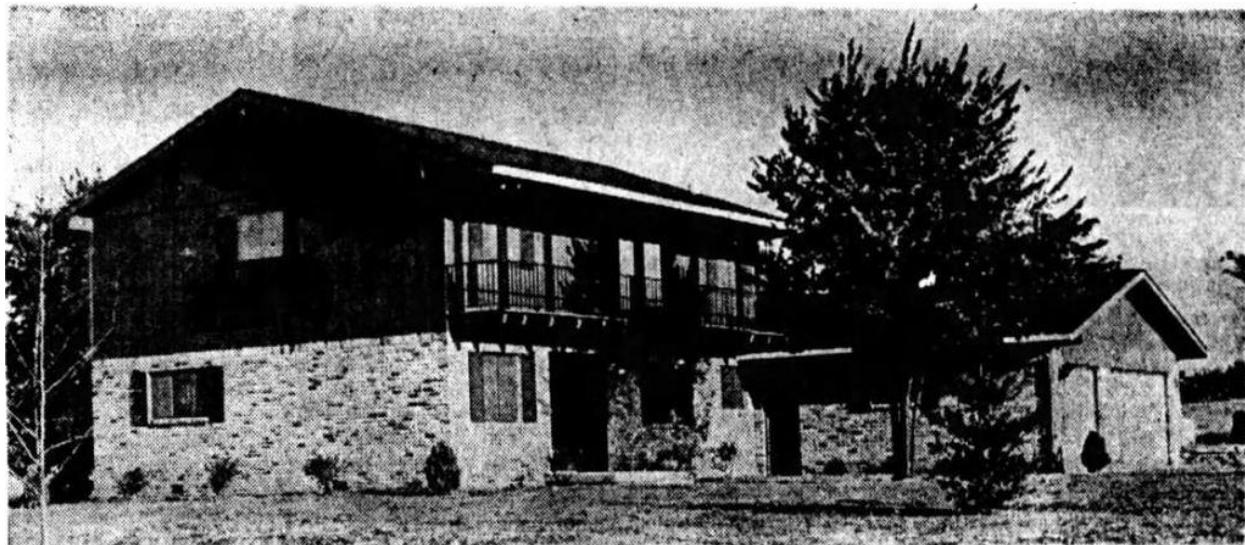
Photograph RH 1. The 1969 plat for the Section 1 of the Ridge Hill Trails Subdivision showing large, irregular lot sizes.



Photograph RH 2. The 1975 re-plat of Section 3 of the Ridge Hill Trails Subdivision showing smaller and more regular lot sizes.



Photograph RH 3. Overview of Massed Two-story house at 8852 Ridge Hill Drive in Section 1 of the Ridge Hill Trails subdivision, looking west-northwest.



Photograph RH 4. Newspaper advertisement showing the Massed Two-story house at 8852 Ridge Hill Drive (*The Indianapolis Star* 1969d).



Photograph RH 5. Overview of a modified Linear Ranch style house at 8802 Ridge Hill Drive in Section 1 of the Ridge Hill Trails subdivision, looking south-southeast.



Photograph RH 6. View of a Builder Modern style home at 1628 Ridge Hill Avenue located in Section 1 of the Ridge Hill Trails subdivision, looking north-northwest.



Photograph RH 7. View of a ca. 1973 Builder Modern style home at 8801 Ridge Hill Drive in Section 1 of the Ridge Hill Trails subdivision, looking southwest.



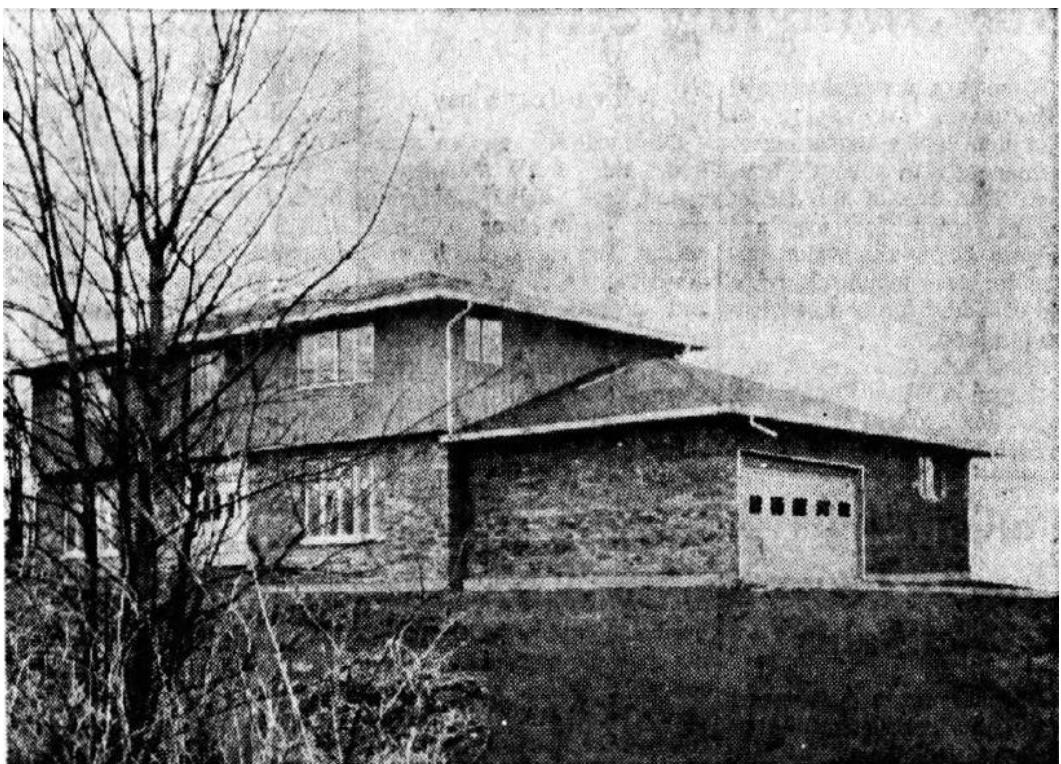
Photograph RH 8. View of a ca. 1975 Neo-Tudor style house at 8820 Hunting Trail in Section 1 of the Ridge Hill Trails subdivision, looking southwest.



Photograph RH 9. View of ca. 1970 Ranch style house at 8838 Hunting Trail in Section 1 of the Ridge Hill Trail subdivision, looking west-southwest.



Photograph RH 10. Overview of a Massed Two-story house at 8839 Hunting Trail in Section 1 of the Ridge Hill Trails subdivision, looking southeast.



Photograph RH 11. Newspaper advertisement photograph of the Massed Two-story house at 8839 Hunting Trail (*The Indianapolis Star* 1969a).



Photograph RH 12. Overview of Hunting Trail in Section 1 of the Ridge Hill Trails subdivision, looking south-southeast from 8930 Hunting Trail.



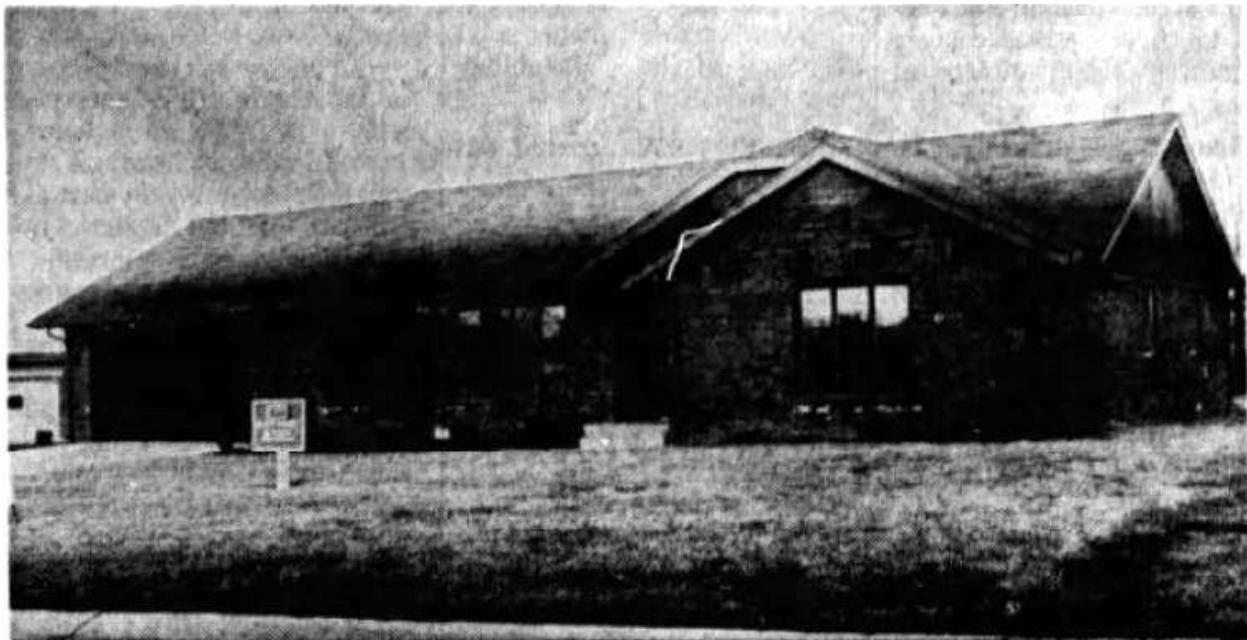
Photograph RH 13. Overview of Ridge Hill Drive in Section 1 of the Ridge Hill Trails subdivision, looking northwest from 8849 Ridge Hills Drive.



Photograph RH 14. Overview of 8517 and 8507 Ridge Hill Drive in Section 2 of the Ridge Hill Trails subdivision, looking northeast.



Photograph RH 15. Overview of a ca. 1973 Ranch style home at 8537 Ridge Hill Drive in Section 2 of the Ridge Hill Trails subdivision, looking east.



Photograph RH 16. Newspaper advertisement showing the Ranch style home at 8537 Ridge Hill Drive (*The Indianapolis Star* 1972a).



Photograph RH 17. Overview of Ridge Hill Drive in Section 2 of the Ridge Hill Trails subdivision, looking southwest from 8635 Ridge Hill Drive.



Photograph RH 18. Overview of Sandhill Road in Section 3 of the Ridge Hill Trails subdivision, looking northeast from 1915 Sandhill Road.



Photograph RH 19. Overview of the Trails Run Court culs-de-sac in Section 3 of the Ridge Hill Trails subdivision, looking west.



Photograph RH 20. Overview of Trails Run Road in Section 3 of the Ridge Hill Trails subdivision, looking south-southeast from 1755 Sandhill Road.



Photograph RH 21. Overview of Winding Ridge Avenue in Section 4 of the Ridge Hill Trails subdivision, looking east from 1818 Winding Ridge Avenue.

## HILL VALLEY ESTATES

**Description:** The Hill Valley Estates consists of 29 sections platted between the years 1960 and 1978. This subdivision is bounded by Railroad Road/N. Peterman Road to the west, Meridian School Road to the north, South East Street to the east, and South County Line Road, Beechview Lane, and Davis Lane to the south (Figure HV 2). This subdivision consists of approximately 1,006 lots developed between the years 1960 and 1988. One of the most recent sections, Section 28, built between 1978 and 1989 is located partially within the APE (Figure HV 3). Both 1962 and 1966 aerials reveal that development began in the early 1960s in the northeastern corner of the subdivision (Figures HV 4 and HV 5), outside of the project APE. Subsequent sections were platted further west and then finally south, reaching County Line Road in the late 1970s. This later section adjacent to County Line Road, Section 28, was platted in five parts in 1977 and homes were built from 1978–1989, making all of the properties less than 50 years in age. Section 28, Part 1 is the only portion of Hill Valley Estates which is within the APE for this project. All of Section 28 was built after 1973 (Figure HV 3).

Hill Valley Estates is surrounded by various single-family homes as well as several other directly adjacent subdivisions that were developed during and after the early to mid-1970s<sup>5</sup>. Hill Valley Estates also encompasses Perry Meridian High School, St. Barnabas Catholic School, and Friedens United Church of Christ. The streets in Hill Valley Estates are mostly curvilinear, featuring loop roads and culs-de-sac, with concrete curbs and no sidewalks. Homes in Hill Valley Estates vary significantly between sections, each reflecting the time period in which they were built. The section adjacent to County Line Road, Section 28, consists of modern Ranch style and Bi-level homes. Earlier sections of Hill Valley Estates feature various Ranch, Bi-level, and Contemporary style homes, with some examples of Neo-Colonial, Neo-Eclectic, and Mansard styles (Photographs HV 1–HV 4).

**Historical information:** Hill Valley Estates was initially bought and developed by the Hill Valley Development Corporation, led by Harold Miller, Harold Kirch, and George F. Kopetsky (*The Indianapolis News* 1960; *The Indianapolis Star* 1962). The Hill Valley Development Corporation was responsible for planning the first fifteen sections of the subdivision from 1960–1967. The one exception was Section 7, which was platted in three parts, with the third section, Section C, being re-platted as late as 1971 by Kevin and Shirley Henselmeier. These early sections

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<sup>5</sup> These include the Buffalo Trails, South Creek, and Classic View Estates subdivisions.

of the subdivision were advertised to be located on “over 200 rolling acres, with wooded sections.” Other selling points included access to Indianapolis city water, winding streets, antique gas street lights, and permanent concrete streets and rolled curbs. Nearby churches and the newly constructed Southport schools were also advertised, along with proximity to shopping as neighborhood amenities (*The Indianapolis Star* 1961a; *The Indianapolis News* 1961a).

Another development company responsible for Hill Valley Estates was the Yeager Contracting Company, headed by Robert K. and Virginia Yeager. Yeager Contracting Company was responsible for planning sections 16 through 27, from approximately 1967 to 1972. Homes in these sections were constructed from approximately 1967–1988. Robert Yeager has been credited with a number of other developments in the Indianapolis area, including portions of the Carefree Subdivision, Winchester Village, Southridge Village, and an ambitious \$2 million office complex-restaurant project on the south side of Indianapolis (*The Indianapolis News* 1961b; *The Indianapolis Star* 1965 and 1967). Additional information about Robert K. Yeager's profile as a developer is located in the discussion of the Carefree Subdivision (Pages 42–52)

Section 28 of Hill Valley Estates was later platted by Carson City, Inc. in 1977 in five sections. Finally, Section 29 was platted in the northwestern corner of the subdivision in 1978, by which time the south side of Indianapolis was heavily developed. A 1978 article written by Skip Hess, titled, “South(side) is Arising,” reminisced on a time when people north of Washington Street in Indianapolis were seen as more “uppy” or “fashionable.” Hess commented that those days were passing with homes in subdivisions such as Hill Valley Estates going for upwards of \$100,000 (*The Indianapolis News* 1978). This perspective makes it clear that the south side of Indianapolis had experienced significant development and was even competing with luxury homes on the north side, with the added benefit of a rural feel. Advertisements for houses in the Hill Valley Estates Subdivision still emphasized the country setting into the 1980s, while assuring the potential buyer of the convenient location near shopping and schools (*The Indianapolis Star* 1980a and 1980b).

## **Analysis**

In their letter of July 6, 2021 (revised July 15), the Indiana SHPO stated that:

“Royal Meadows (originally platted as Hill Valley Estates) is eligible under Criterion A and C under Community Planning & Development and Architecture. It is a good example of a Custom Development composed of a wide variety of types and styles (ranch, bi-level, split-level, stacked ranch) with Neo-Eclectic and

Mansard details, among others. The subdivision boasts curvilinear streets with sidewalks and curbs and retains good integrity as an intact “entry-level” Custom Development. This subdivision was not identified in the HPR and its approximate boundaries include W. Ralston Drive to the north, Meadow Vista Drive to the east, W. County Line Road to the south, and Maple View Drive to the west. Royal Meadow Drive cuts through the middle of the subdivision.”

For the purposes of this report, the subdivision under consideration is referred to as the Hill Valley Estates Subdivision, as opposed to Royal Meadows. According to the Marion County Recorder’s website (<https://inmarion.fidlar.com/INMarion/CovenantSearch/#!/search>), there is no existing plat or covenant under the name Royal Meadows (Marion County Recorder 2021). The homeowner’s association for this subdivision is called the Hill Valley Homeowner’s Association and there is no indication on their updated website that the subdivision has changed names.

The MPDF lists the following characteristics of the Custom Developments (ca. 1950–1973) subtype (Higgins 2018:268):

- “Custom Developments were most likely to be developed after 1950 as the state moved away from the war period into an era of normalcy that witnessed the return of personal economies and the alleviation of housing shortages”;
- More distinguished in their design, layout, and configuration than Tract Developments;
- “Custom Developments . . . are typically carefully crafted to accommodate variations in topography, natural settings, or manmade features such as lakes and golf courses, which became critical selling points.”
- “Custom Developments were typically, smaller, ranging from a dozen to less than 100 residences. However, larger examples were developed, with builders often filling multiple successive plats extending the limits of the Custom Development, often distinguished by slight variations in design, layout, or housing stock”;
- “Houses may be architect-designed or custom-designed by a builder and typically exhibit more variation than housing stock associated with Transitional and Tract Developments”; and
- “Ranch houses, Split-levels, Bi-levels, and Massed Two-story houses are common, as are Contemporary, Builder Modern, and Neo-Eclectic dwellings.”

Due to the size of the Hill Valley Estates Subdivision, this report will focus on the section adjacent to the County Line Road APE, Section 28. In order to evaluate this neighborhood in its entirety, further analysis would be required.

The Hill Valley Estates subdivision was constructed after the year 1950. Homes in this subdivision were built over a 28-year span from 1960–1988. As shown on the table below, only half of the sections, Sections 1–15, were fully built out within the timeframe for Custom

Developments outlined in the MPDF of 1950–1973. The later sections, Sections 27–29, were completed almost entirely after 1974, as shown on Table 4, below. Only part of one section – Section 28 – is located within the APE; Section 28 was platted in 1977 and the houses in it were built from 1978–1989, substantially after the MPDF’s timeframe for Custom Developments of 1950–1973 (Table 4; Figures HV 2 and HV 3).

Table 4. Hill Valley Estates section plat dates and developers from the Marion County Recorder’s website, and build dates from the Marion County GIS website (MapIndy 2021; Marion County Recorder 2021).

Section Designation	Year Platted	Years Built	Developer
1	1960	1960–1968	Hill Valley Development Corp.
2	1960	1961–1967	Hill Valley Development Corp.
3	1961	1962–1967	Hill Valley Development Corp.
4	1961	1960–1971	Hill Valley Development Corp.
5	1961	1960–1964	Hill Valley Development Corp.
6	1962	1962–1970	Hill Valley Development Corp.
7	1967-1971	1960–1986	Hill Valley Sales Corp. (Parts A and B); Kevin and Shirley Henselmeier (Part C).
8	1962	1962–1968	Hill Valley Development Corp.
9	1962	1962–1971	Hill Valley Development Corp.
10	Unknown	1967	Unknown (Plat not available online)
11	1965	1965–1974	Hill Valley Development Corp.
12	Unknown	1963–1974	Unknown (Plat not available online)
13	Unknown	1966–1969	Unknown (Plat not available online)
14	Unknown	1963–1969	Unknown (Plat not available online)
15	1967	1966–1970	Hill Valley Development Corp.
16	1967	1964–1975	Yeager Contracting Co.
17	Unknown	1969–1980	Unknown (Plat not available online)
18	1968	1969–1989	Yeager Contracting Co.
19	1968	1970–1986	Yeager Contracting Co.
20	Unknown	1971	Unknown (Plat not available online)
21	Unknown	1971–1973	Unknown (Plat not available online)
22	Unknown	1970–1974	Unknown (Plat not available online)
23	Unknown	1969–1985	Unknown (Plat not available online)
24	1970	1971–1976	Yeager Contracting Co.
25	1970	1971–1978	Yeager Contracting Co.
26	1970	1971–1975	Yeager Contracting Co.
27	1972	1971–1988	Yeager Contracting Co.
28	1977	1978–1989	Carson City, Inc.
29	1978	1978–1981	Wetzel Engineers

In establishing boundaries for historic districts, the MPDF states (page 278): “Boundaries for historic districts eligible under this MPDF should be drawn in consideration of . . . the . . . extent of the original development (e.g., subdivision or housing complex) and associated additions/ subsequent plats that contribute to the significance of the original and retain sufficient integrity.” As shown on Table 4 and Figures HV 2 and HB 3, Hill Valley Estates as a whole is not old enough to be considered for eligibility. It might theoretically be possible to draw a smaller district that would include Sections 1–15, which were the only sections to be completely built out by 1973, but this smaller district would be well outside the APE for this project. More intensive research outside the scope of this project would be required in order to make an eligibility determination on Sections 1–15.

The homes and curvilinear streets in the Hill Valley Estates subdivision are more distinguished in layout and design than earlier tract developments. The layout of the streets was advertised as curvilinear, which is discussed above as a way of discouraging through traffic and creating a quieter, safer neighborhood (Pettis et al. 2012). Advertisements from the 1960s through the 1980s emphasized the country setting of Hill Valley Estates (*The Indianapolis Star* 1961a, 1961b, 1980a, 1980b). There are no notable natural features that are incorporated into the design of Hill Valley Estates, such as golf courses, lakes, or other manmade features. The most distinct natural features within Hill Valley Estates are older growth trees (Photograph HV 4).

Hill Valley Estates is much larger than 100 lots and consists of approximately 1,006 developed lots across the 29 sections. While this would fall into the category of a larger development with multiple successive plats, there are significant differences between the homes built in the early 1960s and those built later into the late 1980s. These variations were likely due to the different time period in which they were constructed, as well as the multiple development companies that were responsible for planning the different sections of the subdivision (Table 2). These are more than the slight variations as outlined in the MPDF.

Judging from newspaper advertisements in the early 1960s, homes in the Hill Valley Estates Subdivision were designed with care. Houses were created in varying styles, such as Neo-Tudor, Bi-levels, and various types of Ranch styles. Advertisements for the early sections of the subdivision suggest multiple individual builders for the homes, resulting in the variety of styles (*The Indianapolis Star* 1961a and 1961b). This type of diversity is not strongly reflected in the

more recent sections. Section 28, for example, primarily has more Contemporary Ranch, Builder Modern, and Bi-level homes (Photographs HV 5–7).

Among the considerations that the MPDF lists to take into account in an analysis of significance are the following (Higgins 2018:270 and 271):

- “Direct relationship with specific trends such as the growth of bedroom communities, provision of veterans’ housing, economical housing of the readjustment era, or community planning and suburbanization;

Suburban growth south of Indianapolis, and especially along the US 31 corridor to Greenwood, occurred on a massive scale following World War II. There is no evidence to suggest that Hill Valley Estates was the impetus for growth on the south side of Indianapolis, near Greenwood, or that it was influential in the trend of bedroom communities. Hill Valley Estates was also not marketed to veterans or other specific groups. Development in Hill Valley Estates was not the earliest in the area and was concurrent with other nearby, similar developments.

- Relationship to other contemporaneous development;

As previously mentioned, Hill Valley Estates was a subdivision that was built alongside massive suburbanization trends in southern Marion and northern Johnson counties following World War II. There is no evidence supporting that Hill Valley Estates was particularly influential or innovative within its regional and temporal context.

- Reasons for the planning and establishment of the development and how well the development met its intended purpose;

Judging from various newspaper advertisements, the reason for the planning and establishment of the development was to profit from selling lots and/or building houses (*The Indianapolis Star* 1961a). Hill Valley Estates is not associated with specific initiatives to provide housing to veterans or industrial workers. Hill Valley Estates was no more or less successful in meeting its intended purpose than any other of the vast number of residential subdivisions that arose in this area after World War II.

- Use and influence of government provisions and standards;

Hill Valley Estates’ use of FHA design principles is evident in the long blocks of housing, curving roads, limited through roads, and extensive use of culs-de-sac in its design (Figure HV 2). However, the use of these features is very common in subdivisions of this period. Hill Valley Estates’ use of FHA design principles is neither innovative nor distinct from many of the other subdivisions in the area.

- Influence of and response to community planning efforts, zoning, local building codes, and other development regulations;

Hill Valley Estates was a small part of a massive suburbanization trend to occur in southern Marion and northern Johnson counties following World War II, a great deal of which was earlier than or contemporaneous with this subdivision (Figure HV 5). Hill Valley Estates did not initiate or innovate in the area of compliance with planning, zoning, or building codes.

- Use of innovative practices or methods;

No innovative practices or methods were identified in association with Hill Valley Estates. There were many Custom Developments already in place throughout the Southport/Greenwood area by the time this subdivision was planned and developed, so the subdivision type was not innovative. The majority of the houses in the subdivision are standard builder-constructed types common to other Custom Developments throughout the region and there is no evidence to suggest homeowners had much say in their design. No architect-designed houses were identified to provide added distinction to Hill Valley Estates, nor were innovative construction methods or materials identified.

- The development's place within the portfolio of the developer;

As with the Carefree Subdivision, Hill Valley Estates is one of a number of Robert K. Yeager developments identified during research, most of which are also located in the Southport/Greenwood area. Hill Valley Estates does not appear to be early or influential in Yeager's portfolio. Hill Valley Estates, which was only partially developed by Yeager, is relatively noncontiguous within its setting. The subdivision is surrounded and separated by multiple directly adjacent subdivisions and single-family homes. The subdivision is further divided by South Meridian Street on the eastern end.

- Influence of the development on other initiatives (by the same or different developers); and

Hill Valley Estates was one of many Custom Developments that developers were laying out during this period in southern Marion and northern Johnson counties. As land close to Greenwood or the US 31 corridor filled up with development, developers and builders moved outward along county roads to open agricultural land available for purchase. County Line Road, W. Stop 11 Road/W. Meridian School Road, and Meridian Street already were the location or soon were to be the location of much residential and commercial development, regardless of the presence of this subdivision.

- Role of the development in spurring associated development such as commercial nodes, schools, and churches.”

While there are several schools and churches located within and adjacent to the Hill Valley Estates subdivision, it was far from the only development in the area. Development already was occurring along County Line, W. Stop 11/W. Meridian School roads as Hill Valley Estates was being planned and laid out. No evidence was found to suggest that Hill Valley Estates developers set aside land for these schools and churches<sup>6</sup>. There were a number of developments built contemporaneously with Hill Valley Estates that are adjacent to these institutional structures, such as the Carey Ranch Homesites and Dandy Trail Estates. Associated non-residential development cannot be attributed solely or significantly to the development of Hill Valley Estates.

Examination of other documents, such as the NCHRP study, also informs the analysis of significance. The portion of Hill Valley Estates that is adjacent to County Line Road was quite a late addition to the area. There is also no evidence that this area of the subdivision had an influence on future property development, or is particularly distinctive from other subdivisions in the late 1970s and late 1980s. Earlier sections of Hill Valley Estates may meet these criteria; however, further evaluation would be necessary to make that determination. Hill Valley Estates also does not demonstrate innovative or distinctive development especially in comparison with several Custom Developments explored in the Wood Creek Estates subdivision analysis, such as Meridian Woods Park and Colonial Meadows subdivisions.

The portion of the Hill Valley Estates subdivision within the APE is not directly associated with a particular theme or trend important in the local context of post-World War II suburban development in Johnson County and does not have significance in the areas of Community Planning and Development or Social History. The later sections of this subdivision, included within the APE, are younger than fifty years old and do not meet the criteria for inclusion on the NRHP as outlined in the MPDF and NCHRP Study for evaluating post-World War II housing. The later portions of the subdivision also do not meet Criteria Consideration G of “exceptional importance” within their historic and regional context, particularly in comparison with subdivisions discussed above such as the Meridian Woods Park and Colonial Meadows subdivisions (Pages 24 and 25).

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<sup>6</sup> Nearby schools and churches include the Perry Meridian High School, Perry Meridian Middle School, St. Barnabus Catholic Church and School, and the Friedens United Church of Christ.

The Hill Valley Estates subdivision displays many of the principles of FHA design, including a curvilinear layout with long blocks of housing, culs-de-sac and loop roads to minimize through traffic. However, this subdivision has a major exception to its roadway layout, in that a major through road (SR 135/Meridian Street) cuts through the neighborhood, which is not in keeping with FHA traffic calming principles in use at the time. In addition, Hill Valley Estates has a sprawling layout, reflecting the subdivision's large size and long period of development. None of these characteristics (size, sprawling layout, extended period of development) is typical for Custom Developments. The Hill Valley Estates subdivision is recommended as not eligible for inclusion in the NRHP.

#### **Hill Valley Estates References:**

*The Indianapolis News* (Indianapolis, Indiana)

1960 Notice of Public Hearing Metropolitan Plan Commission of Marion County, Indiana. 23 April: 16.

1961a Hill Valley Estates. 30 June: 32.

1961b Winchester Village. 10 February: 15.

1978 South(side) is Arising. 8 November: 3.

*The Indianapolis Star* (Indianapolis, Indiana)

1961a Hill Valley Estates. 11 June: 123.

1961b New One-Story Home Features Gables and Recessed Entrance. 23 April: 114.

1962 Sixth Section Opened in Hill Valley Estates. 24 June: 103.

1965 Plan Restaurant, Office Buildings. 20 March: 13.

1967 Southridge Village. 13 August: 135.

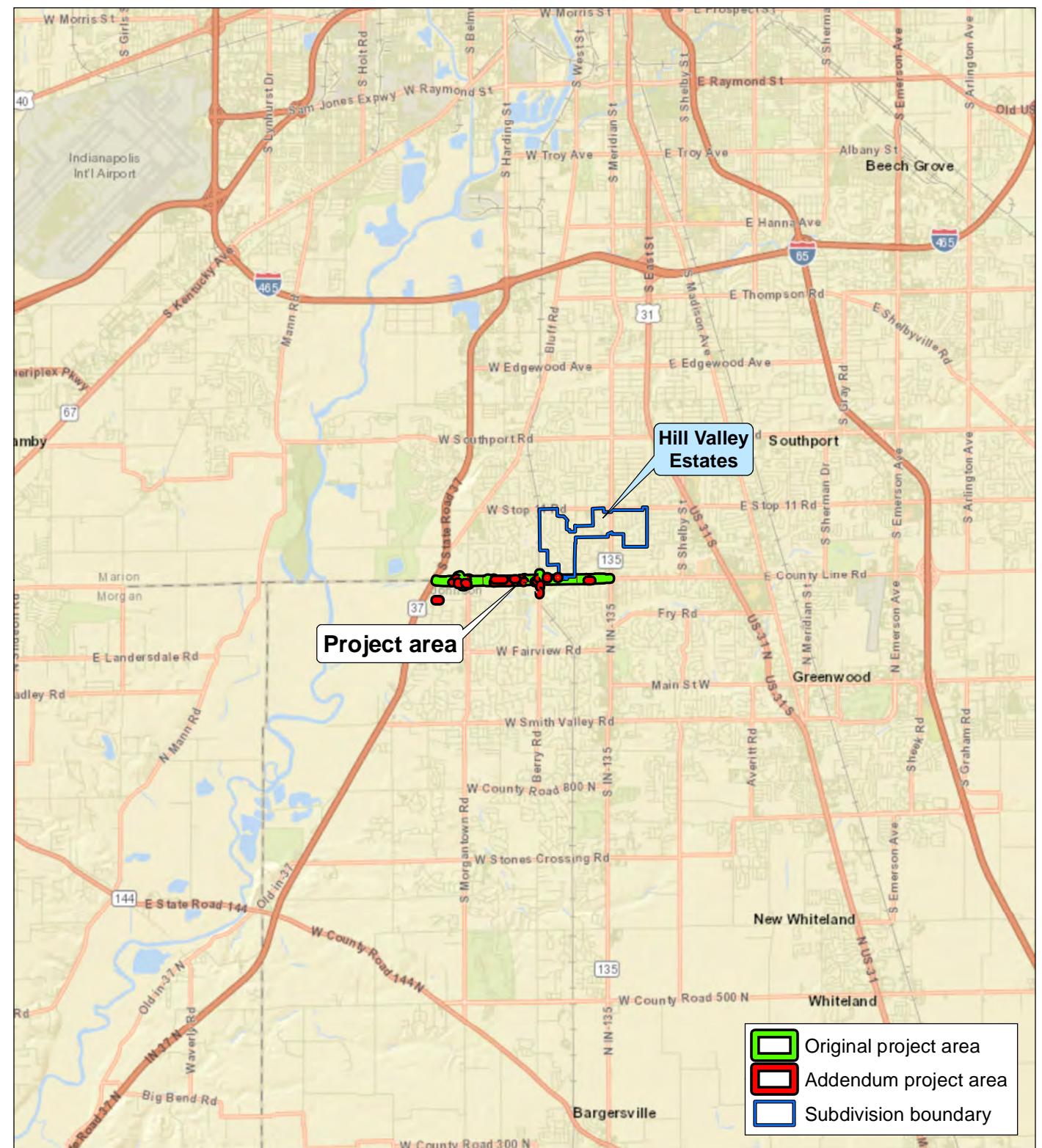
1980a All Homes Open 2-5, Hill Valley Estates. 13 January: 86.

1980b 375 Lots for Sale, Century 21 Thomas Company, Hill Valley Estates. 19 January: 39.

Marion County Recorder (Indianapolis, IN)

2021 Neighborhood Covenants Search.

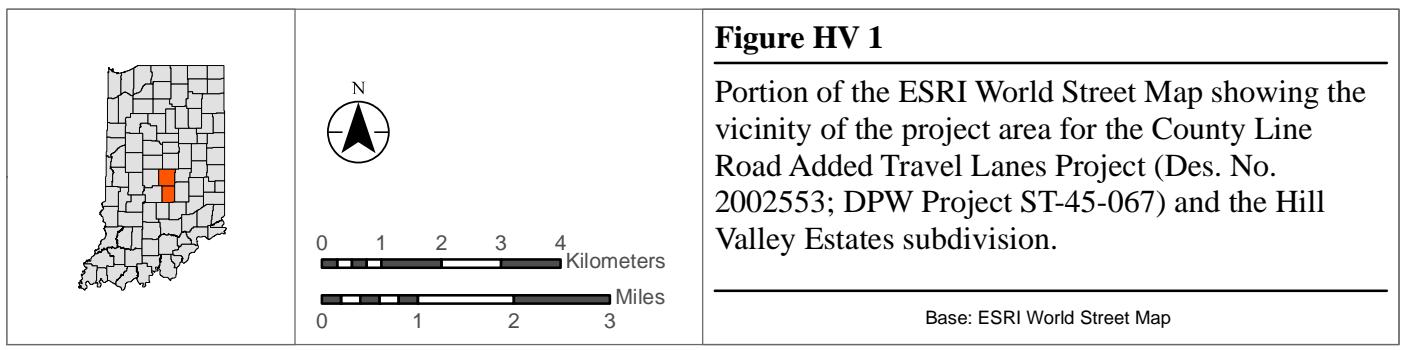
<https://inmarion.fidlar.com/INMarion/CovenantSearch/#!/search>

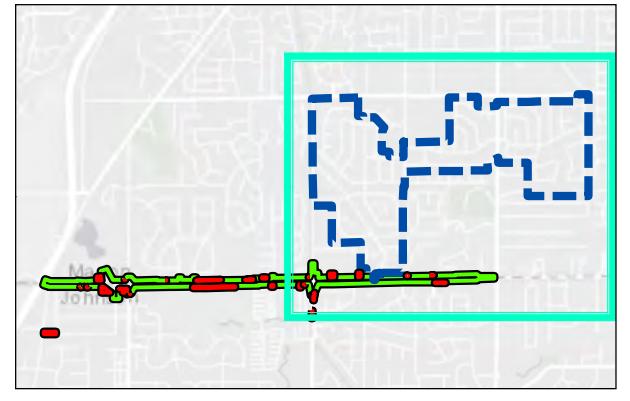
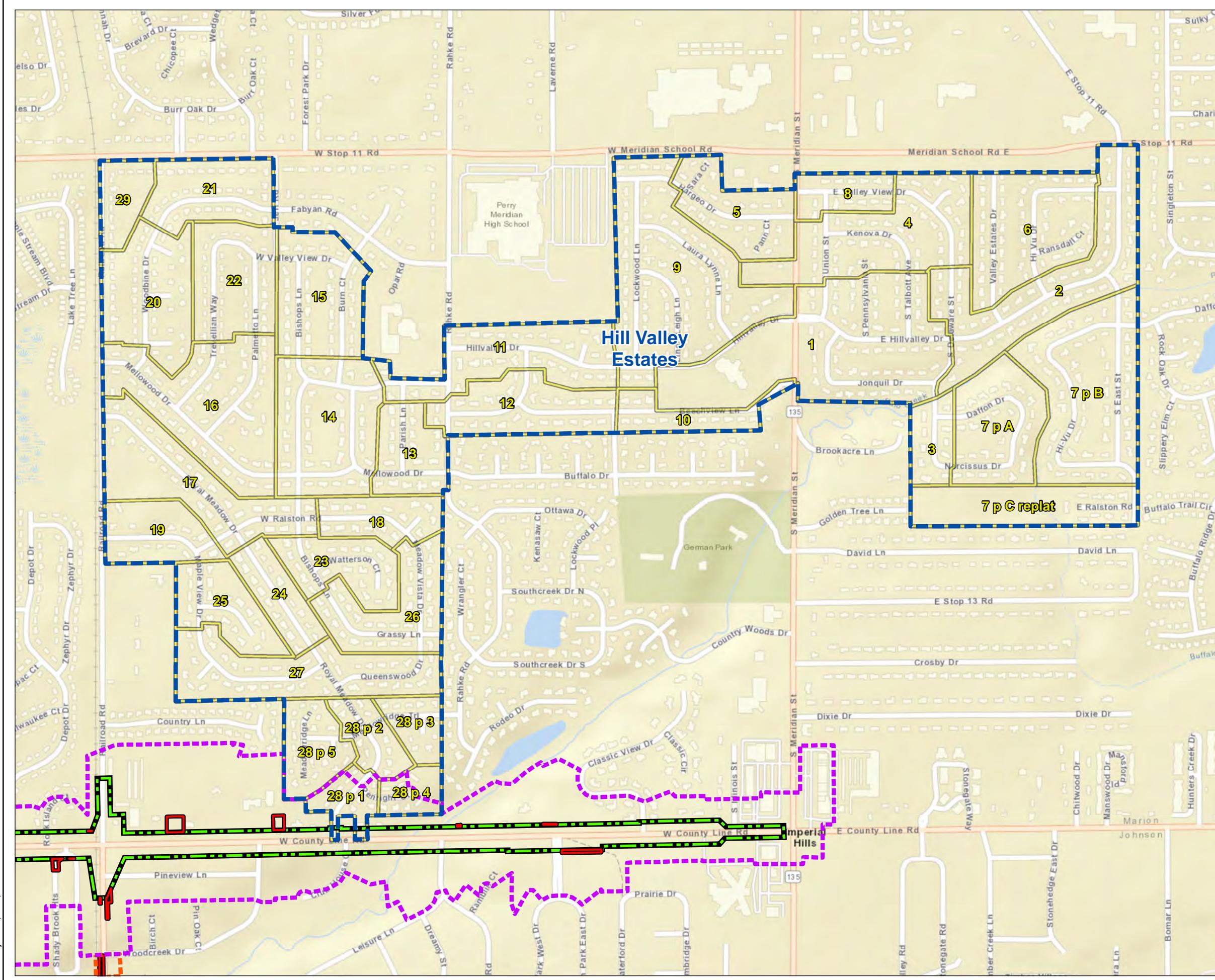


**Figure HV 1**

Portion of the ESRI World Street Map showing the vicinity of the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) and the Hill Valley Estates subdivision.

Base: ESRI World Street Map





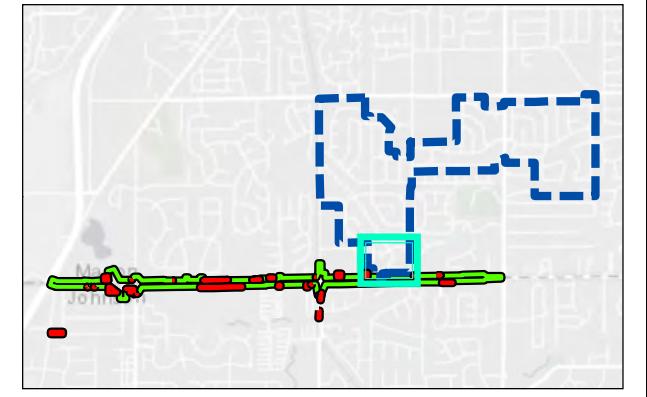
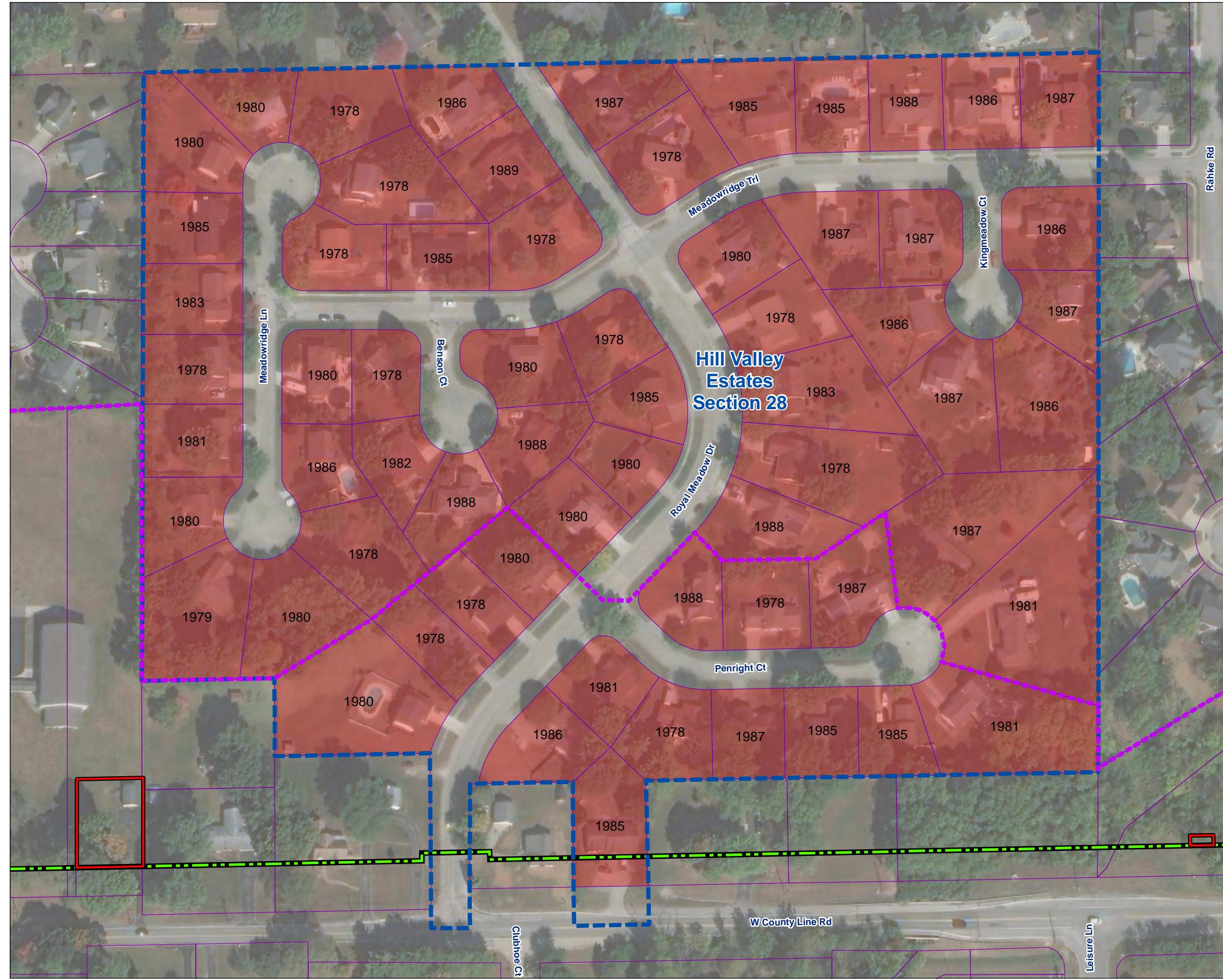
The legend consists of six entries, each with a colored dashed box and text. The entries are: 'Original project area' (green), 'Original APE' (purple), 'Addendum project area' (red), 'Addendum APE' (orange), 'Hill Valley Estates' (blue), and 'Section' (yellow).

Base: ESRI World Street Map



Figure HV 2

Portions of the ESRI World Street Map showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), the boundary of the Hill Valley Estates Subdivision, and boundaries of the platted sections within the Hill Valley Estates Subdivision.



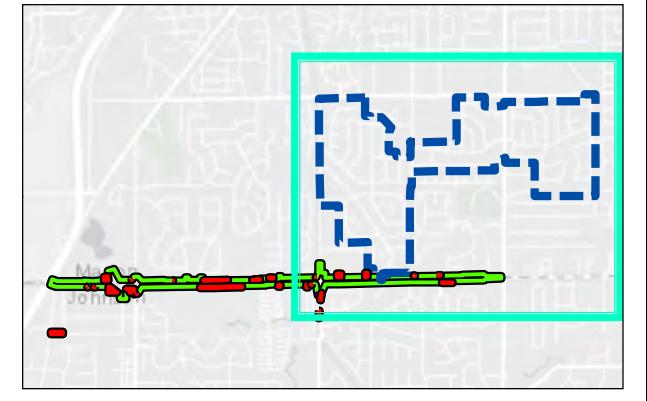
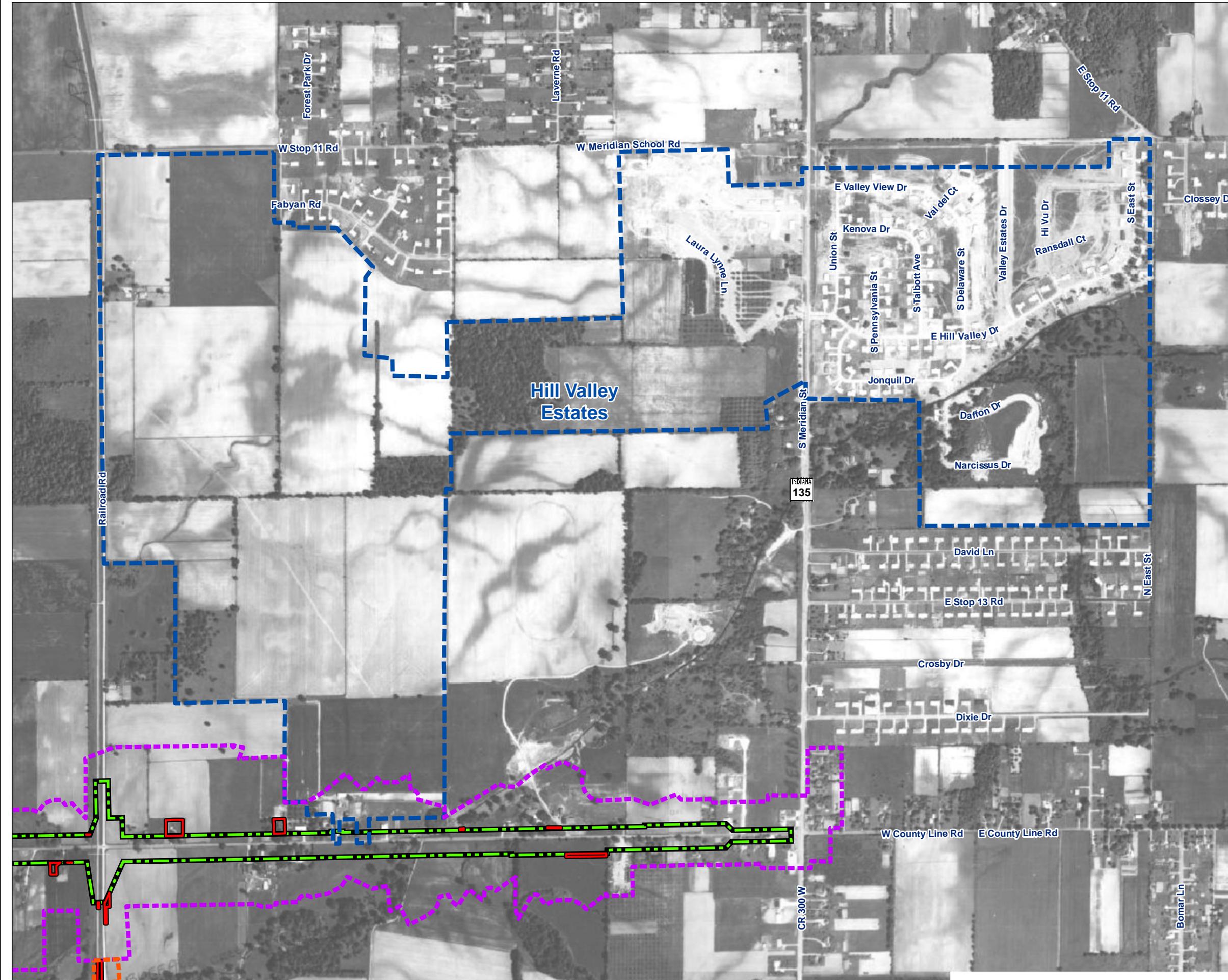
- Original project area
- Original APE
- Addendum project area
- Parcel boundary
- Hill Valley Estates Section 28
- Non-contributing

Base: ESRI World Imagery  
Aerial photograph 2020  
0 10 20 30 40 50 Meters  
0 30 60 90 120 150 Feet



**Figure HV 3**

Aerial photograph showing the project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), the boundary of the Hill Valley Estates Subdivision, and the dates of construction of the houses in Section 28 of the subdivision.



- Original project area
- Original APE
- Addendum project area
- Addendum APE
- Hill Valley Estates

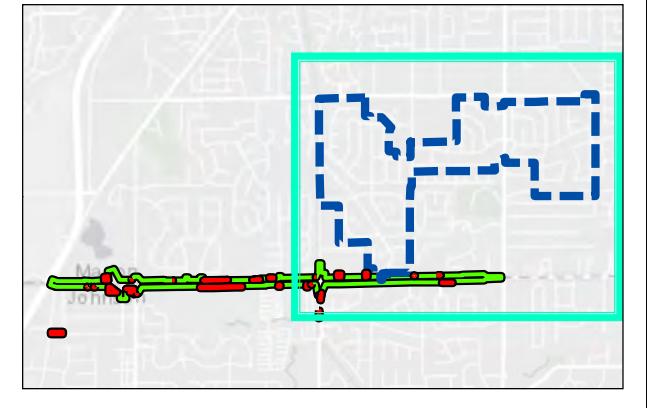
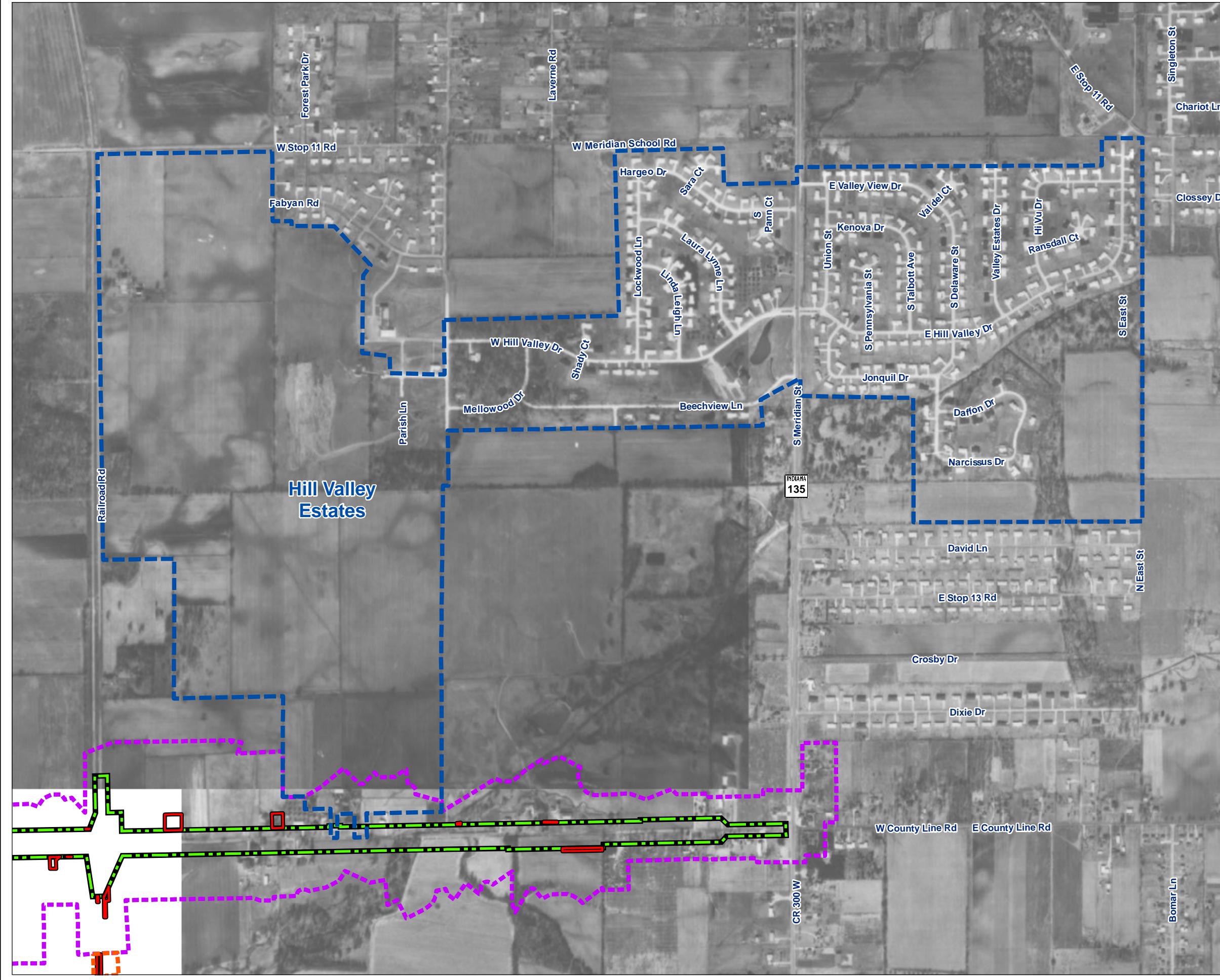
Base: Aerial Photograph  
1962

0 50 100 150 200 250 300  
Meters  
0 200 400 600 800 1000  
Feet



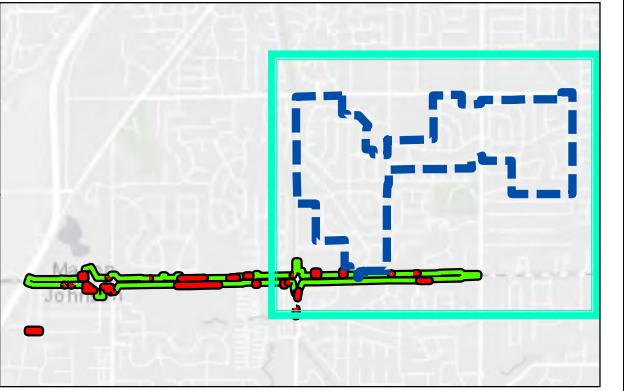
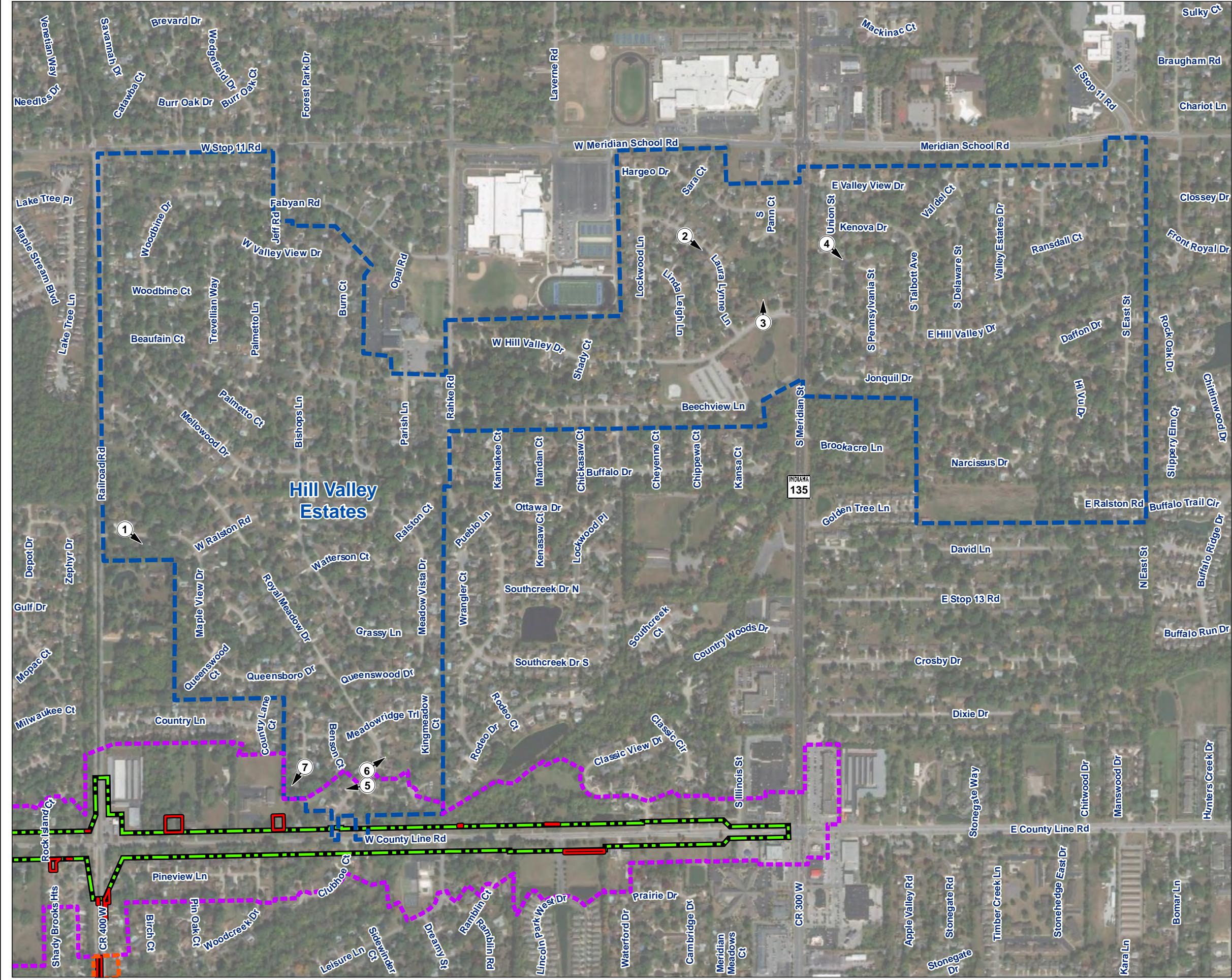
**Figure HV 4**

Aerial photograph from 1962 (MapIndy 2021) showing early development of the Hill Valley Estates Subdivision.



**Figure HV 5**

Aerial photograph from 1966 (MapIndy 2021) showing continued development of the Hill Valley Estates Subdivision, and other surrounding subdivisions.



- Project area
- Original APE
- Addendum project area
- Addendum APE
- Hill Valley Estates
- Photograph location





Photograph HV 1. Ranch and Mansard style homes at 917 and 927 Ralston Road in Section 19 of the Hill Valley Estates Subdivision, looking southeast.



Photograph HV 2. Overview of Laura Lynn Lane in Section 9 of the Hill Valley Estates Subdivision, looking southeast.



Photograph HV 3. Contemporary style home at 26 W. Hill Valley Drive in Section 4 of the Hill Valley Estates Subdivision, looking north.



Photograph HV 4. Neo-Colonial style home at 8133 Union Street in Section 9 of the Hill Valley Estates Subdivision, looking southeast.



Photograph HV 5. Bi-Level massed and Builder Modern style homes at 8902 and 8912 Royal Meadows Drive in Section 28 of the Hill Valley Estates Subdivision, looking southwest.



Photograph HV 6. Overview of Royal Meadows Drive in Section 28 of the Hill Valley Estates Subdivision, looking northeast.



Photograph HV 7. Builder Modern and Contemporary style homes at 8838 and 8839 Meadowridge Lane in Section 28 of the Hill Valley Estates Subdivision, looking south.

## CONNECTOR ROAD AND DRAINAGE AREAS

The APE for the connector road is a regular area surrounding the defined project area and including the properties surrounding the project area (Figure 5, Sheet 1; Photographs 1–5). The APE for the drainage areas is along County Line Road north and south of the original APE and extending one parcel deep on either side of the additional project area (Figure 5, Sheets 2–7; Photographs 6–20).

### **Records Check**

The latest complete record of architectural properties in Johnson County was completed in 1985 by the Indiana Historic Sites and Structures Inventory (IHSSI). One property within the APE for the connector road is included in the IHSSI: John Sutton House at 998 N. Bluff Road (AL001; IHSSI # 081-392-10002) was rated Outstanding, as listed in the *Johnson County Interim Report: Indiana Historic Sites and Structures Inventory* (Historic Landmarks Foundation of Indiana [HLFI] 1985) and on the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC) [IDNR-Division of Historic Preservation and Archaeology (DHPA) 2020]. The John Sutton House (Photographs 21–23) was determined eligible as a result of investigations as reported on in the *I-69 Evansville to Indianapolis Tier 2 Studies, Historic Properties Report, Section 6, SR 39 to I-465*, June 23, 2008 (Indiana Department of Transportation [INDOT] 2008).

There were no properties within the APE for the additional drainage areas that were included in the IHSSI or listed on the NRHP.

### **Fieldwork Methodology**

Personnel from ASC visited the site to document the extant historic resources on October 4, 2021. The project area was walked and photographs were taken of buildings within the APE that would be rated Contributing or above for purposes of the IHSSI.

## CONNECTOR ROAD

In addition to the John Sutton House at 988 N. Bluff Road, the following properties rated Contributing were noted within the APE for the connector road:

Table 5. Connector Road Properties.

AL No.	Photograph	Address	Date	Style	IHSSI Rating	Notes
AL002		956 N. Bluff Road	1937	Tudor	C	Replacement windows, not eligible due to lack of significance; included in 2008 I-69 Study as Contributing
AL003		953 N. Bluff Road	1953	Ranch	C	Largely intact, not eligible due to lack of significance

#### ADDITIONAL DRAINAGE AREAS

The APE of the original survey area (Konicki and Terpstra 2021) encompasses the majority of the APE for the additional drainage areas. The following properties are located directly adjacent to the additional drainage areas and received a rating of Contributing in the Konicki and Terpstra (2021) HPR:

Table 6. Additional Drainage Areas Properties.

AL No.	Photograph	Address	Date	Style	IHSSI Rating	Notes
AL004		5279 W. County Line Road	1956	Linear Ranch	C	Largely intact, not eligible due to lack of significance
AL005		2204 W. County Line Road	1955	Linear Ranch	C	Largely intact, not eligible due to lack of significance

Table 6. Additional Drainage Areas Properties.

AL No.	Photograph	Address	Date	Style	IHSSI Rating	Notes
AL006		5121 W. County Line Road	1944	Ranch	C	Largely intact; not eligible due to lack of significance
AL007		2139 County Line Road	1960	Linear Ranch	C	Largely intact; not eligible due to lack of significance
AL008		1266 N. Morgantown Road	1956	Half- courtyard Ranch	C	Largely intact; not eligible due to lack of significance.

The additional drainage area extends approximately 227 ft further south along Railroad Road than the original study area (Photographs 14–17). There were no properties that received a rating of Contributing in this additional area.

#### ***NRHP Eligibility Evaluations***

The John Sutton House at 988 N. Bluff Road was evaluated using the NRHP Criteria for Evaluation to evaluate 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. Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Properties that are associated with the lives of persons significant in our past;
- C. Properties that embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent

- a significant and distinguishable entity whose components may lack individual distinction (used to define historic districts); and
- D. Properties that yield or may be likely to yield, information important in prehistory or history. Criterion D rarely applies to standing buildings or structures.

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

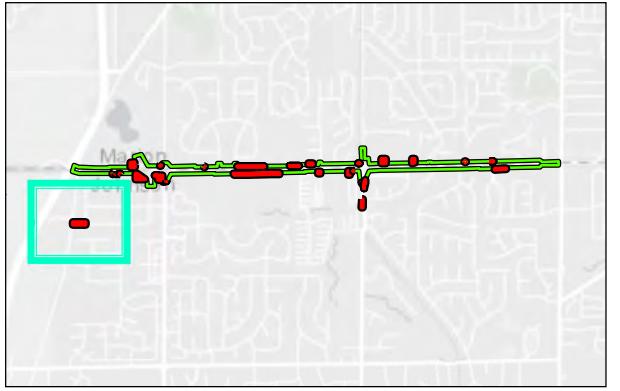
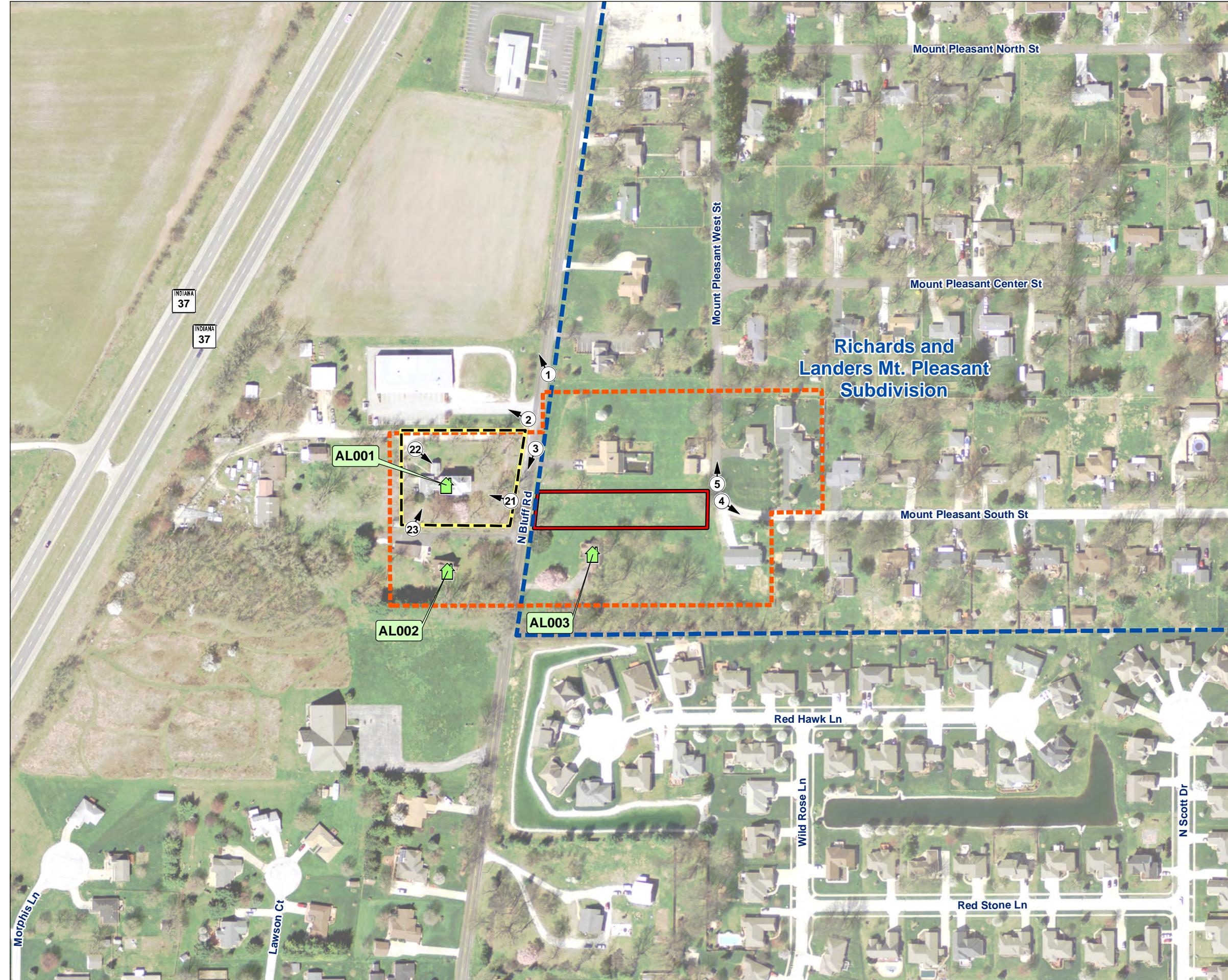
Certain categories of properties are not normally considered eligible for listing in the NRHP, including religious properties, resources that have been moved, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years. Such properties can be eligible for listing in the NRHP if they meet special requirements (specific to each category) called Criteria Considerations (Andrus 1995).

If a property is determined to possess historic significance, its integrity is evaluated using the following seven Aspects of Integrity to determine if it conveys historic significance: location, design, setting, materials, workmanship, feeling, and association. 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.

#### ***Description of The John Sutton House, 988 N. Bluff Road***

The John Sutton House (AL001; IHSSI # 081-392-10002) is a brick, Italianate style two-story house built in 1875 (Figure 1, Sheet 1; Photographs 21–23). This house was extensively documented in the INDOT (2008) *I-69 Evansville to Indianapolis Tier 2 Studies, Historic Properties Report, Section 6, SR 39 to I-465*. Within this document, it was determined that the John Sutton House was eligible for inclusion on the NRHP under Criterion C as an excellent example of the Italianate style house in White River Township, Johnson County, Indiana. The John Sutton House retains many of its original details such as molded woodwork, paneled doors, and stairways and is the most intact example of its kind in White River Township (INDOT 2008; Natali et. al. 2015; Natali 2016). The ASC 2021 survey for the connector road verified that the John Sutton House remains eligible for inclusion on the NRHP under Criterion C.

The NRHP boundary that was recommended in 2008 was defined as “the frontage of the property on the west, and along a lane along the north side. The west and south boundaries were drawn to include the house and smokehouse with a small buffer area. . . . This boundary is sufficient to define the historic property and exclude modern intrusions that are immediately adjacent to the property.” This boundary, as shown on the attached Figure 5, Sheet 1, remains the recommended NRHP boundary for this property.



- Addendum project area
- Addendum APE
- Richards and Landers Mt. Pleasant Subdivision
- NRHP boundary
- Architectural location
- Photograph location

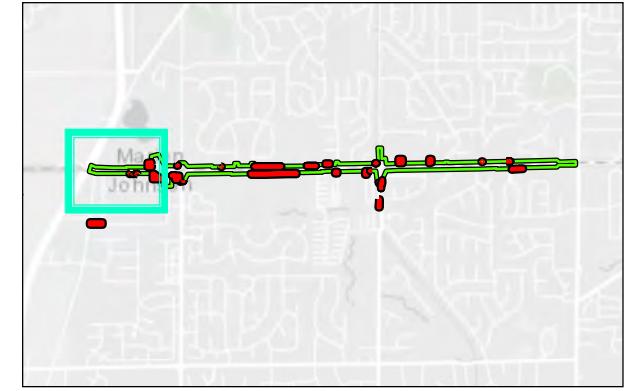
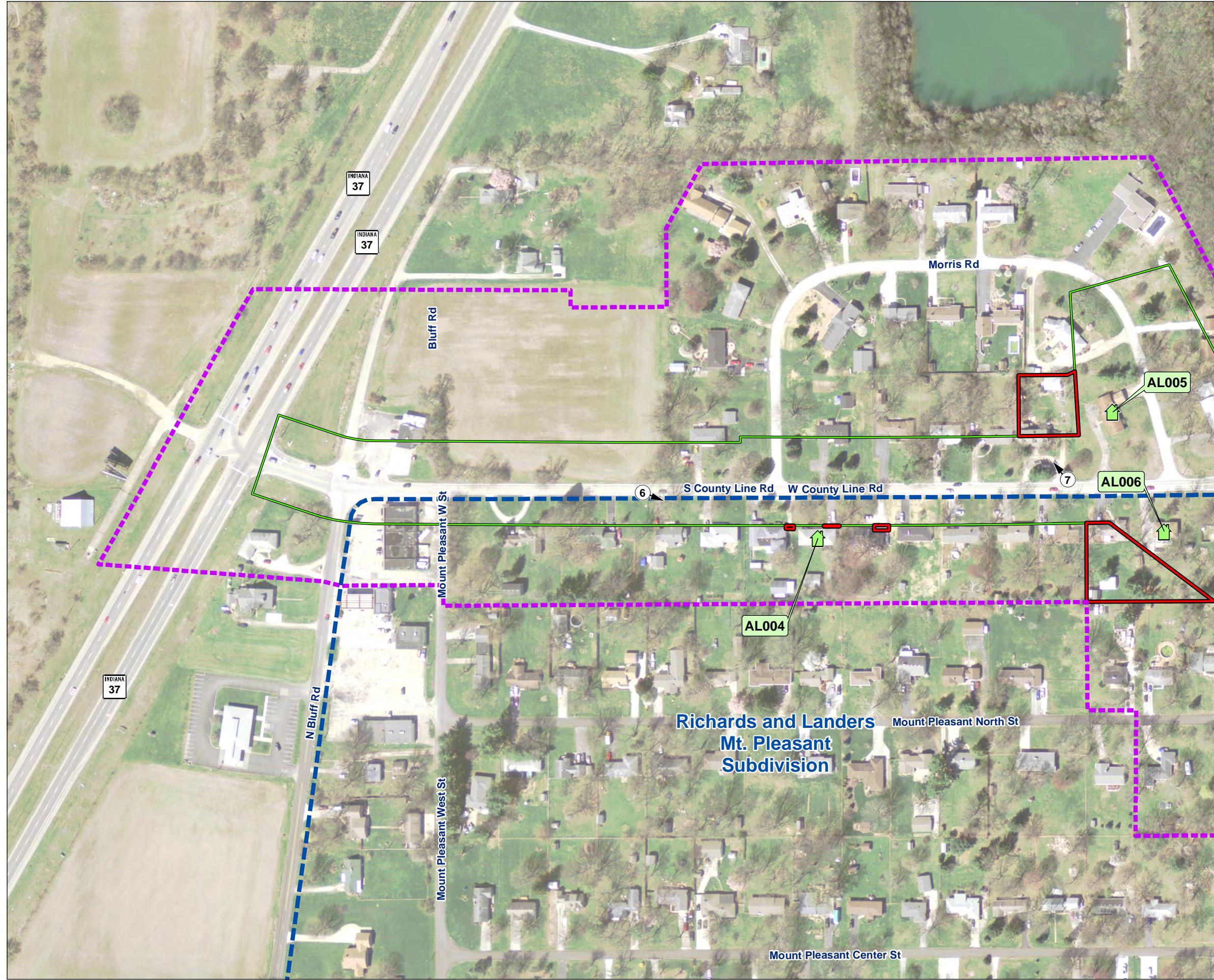
Base: Aerial photograph  
2016



0 20 40 60 80 100 Meters  
0 60 120 180 240 300 Feet

**Figure 5** Sheet 1 of 7

Aerial photograph showing the addendum APE, addendum project areas, original 2021 APE, and original 2021 project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), aboveground resources, and photograph locations. (7 Sheets)



- Original project area
- Original APE
- Addendum project area
- Richards and Landers Mt. Pleasant Subdivision
- Architectural location
- Photograph location

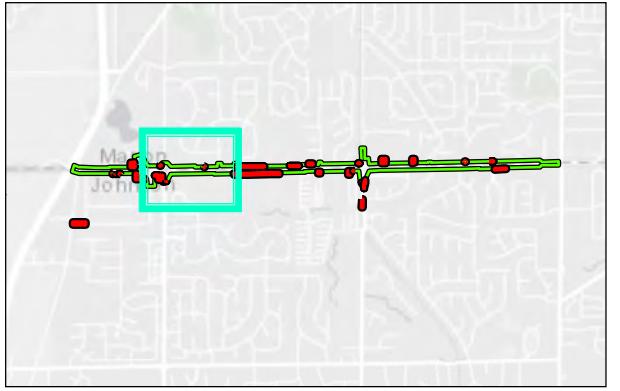
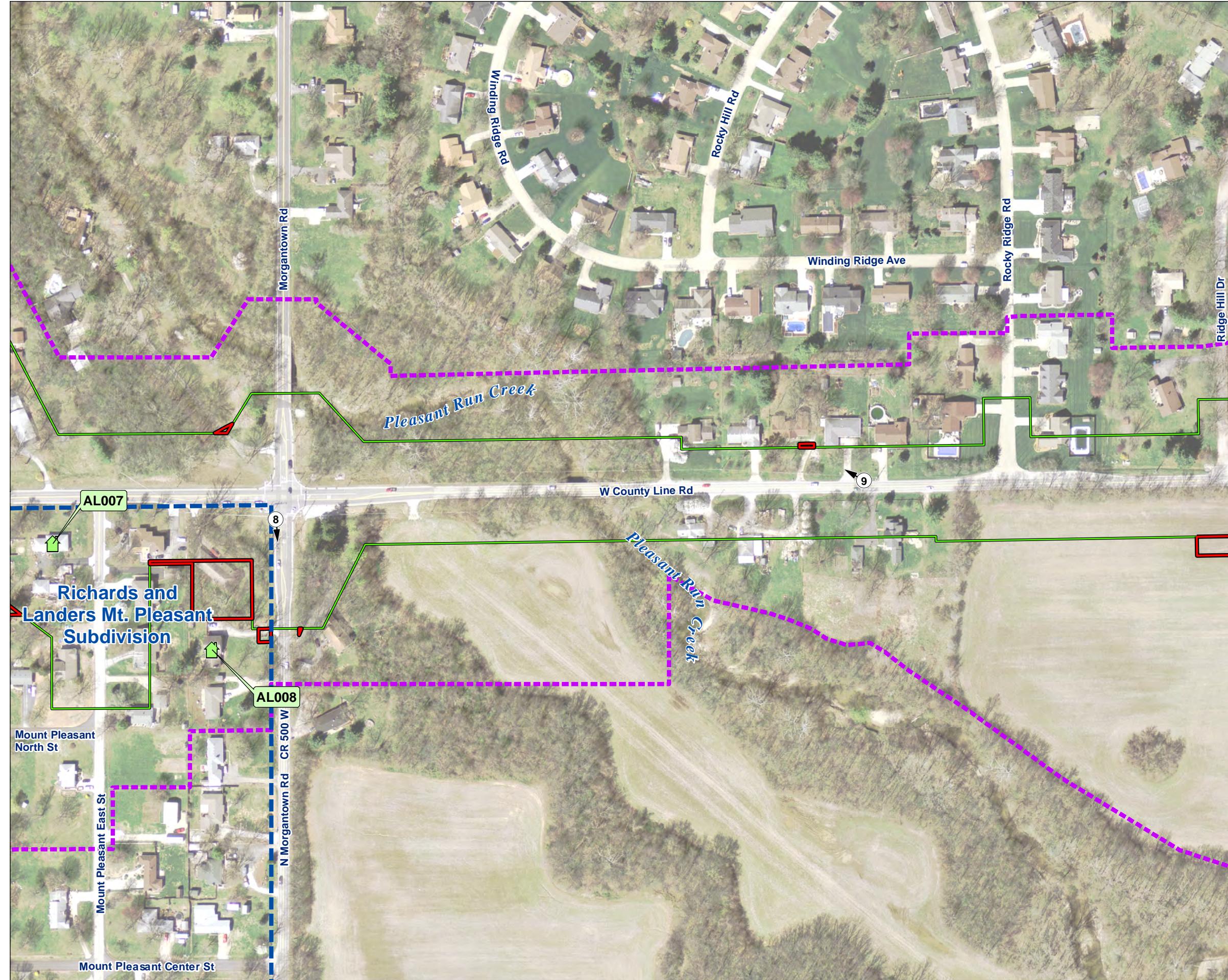
Base: Aerial photograph 2016



0 20 40 60 80 100 Meters  
0 60 120 180 240 300 Feet

**Figure 5** Sheet 2 of 7

Aerial photograph showing the addendum APE, addendum project areas, original 2021 APE, and original 2021 project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), aboveground resources, and photograph locations. (7 Sheets)



- Original project area
- Original APE
- Addendum project area
- Richards and Landers Mt. Pleasant Subdivision
- Architectural location
- Photograph location

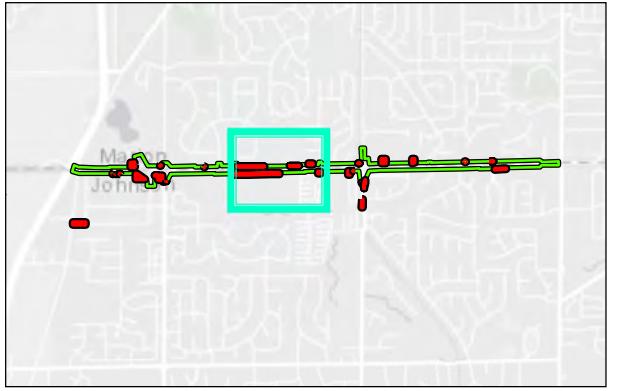
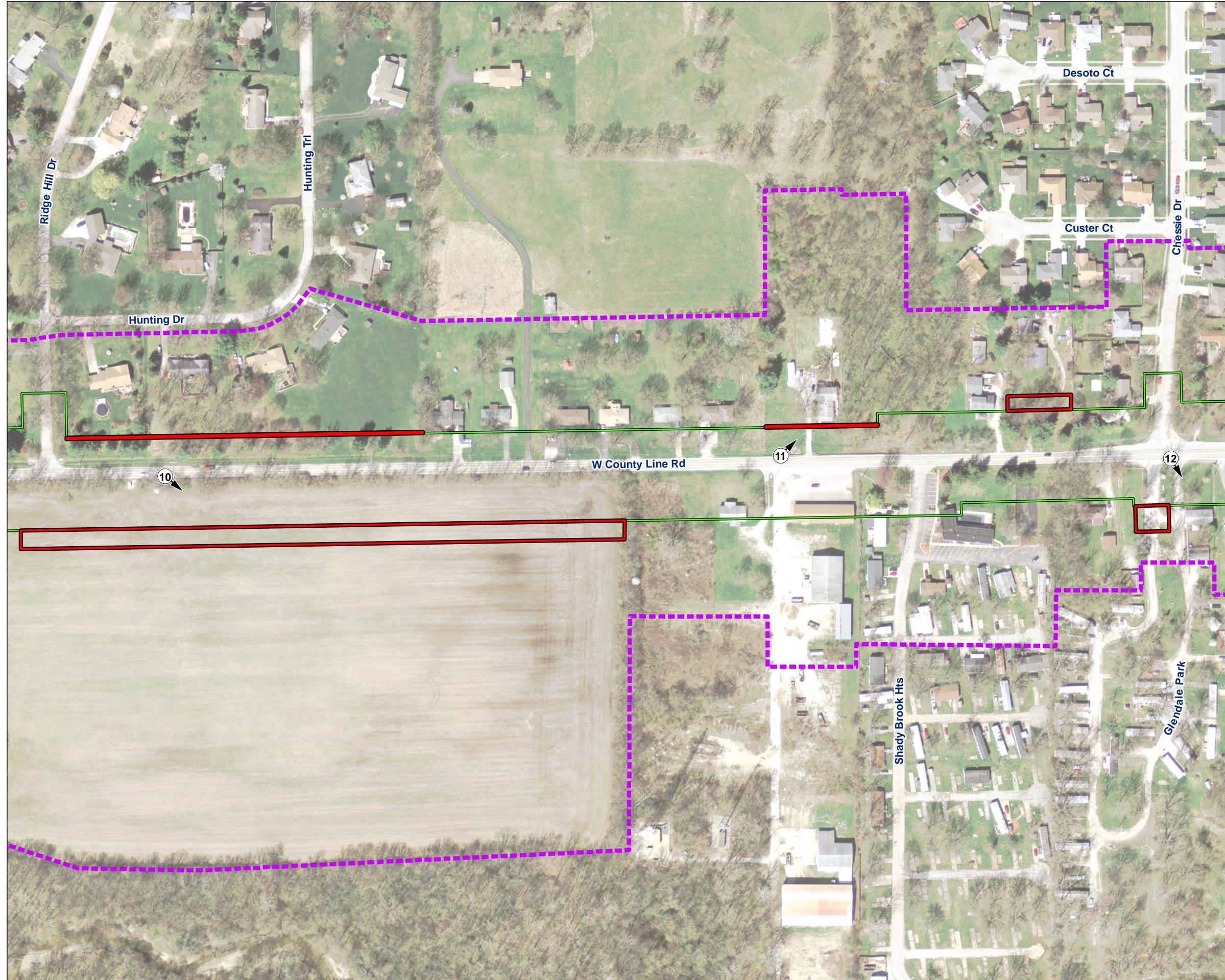
Base: Aerial photograph  
2016

0 20 40 60 80 100 Meters  
0 60 120 180 240 300 Feet



Figure 5 Sheet 3 of 7

Aerial photograph showing the addendum APE, addendum project areas, original 2021 APE, and original 2021 project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), aboveground resources, and photograph locations. (7 Sheets)



Original project area  
 Original APE  
 Addendum project area  
 Photograph location

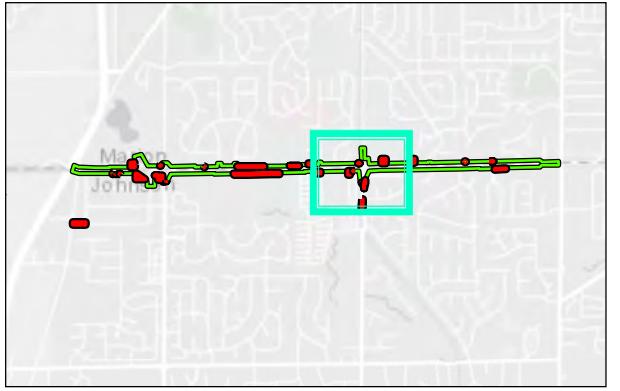
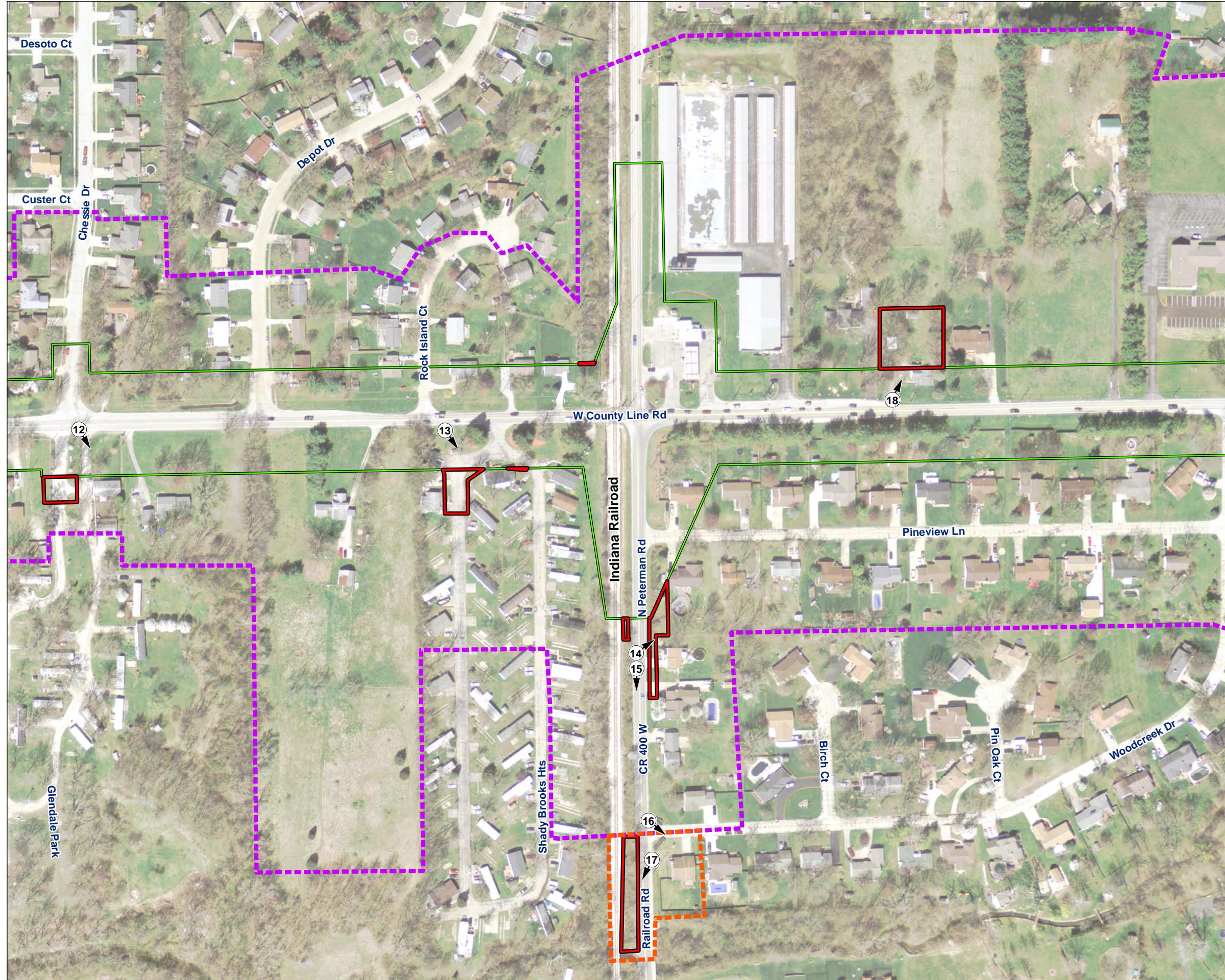
Base: Aerial photograph 2016

0 20 40 60 80 100 Meters  
 0 60 120 180 240 300 Feet



**Figure 5** **Sheet 4 of 7**

Aerial photograph showing the addendum APE, addendum project areas, original 2021 APE, and original 2021 project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), aboveground resources, and photograph locations. (7 Sheets)



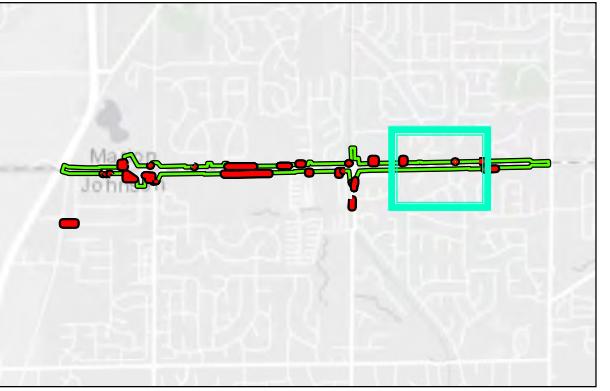
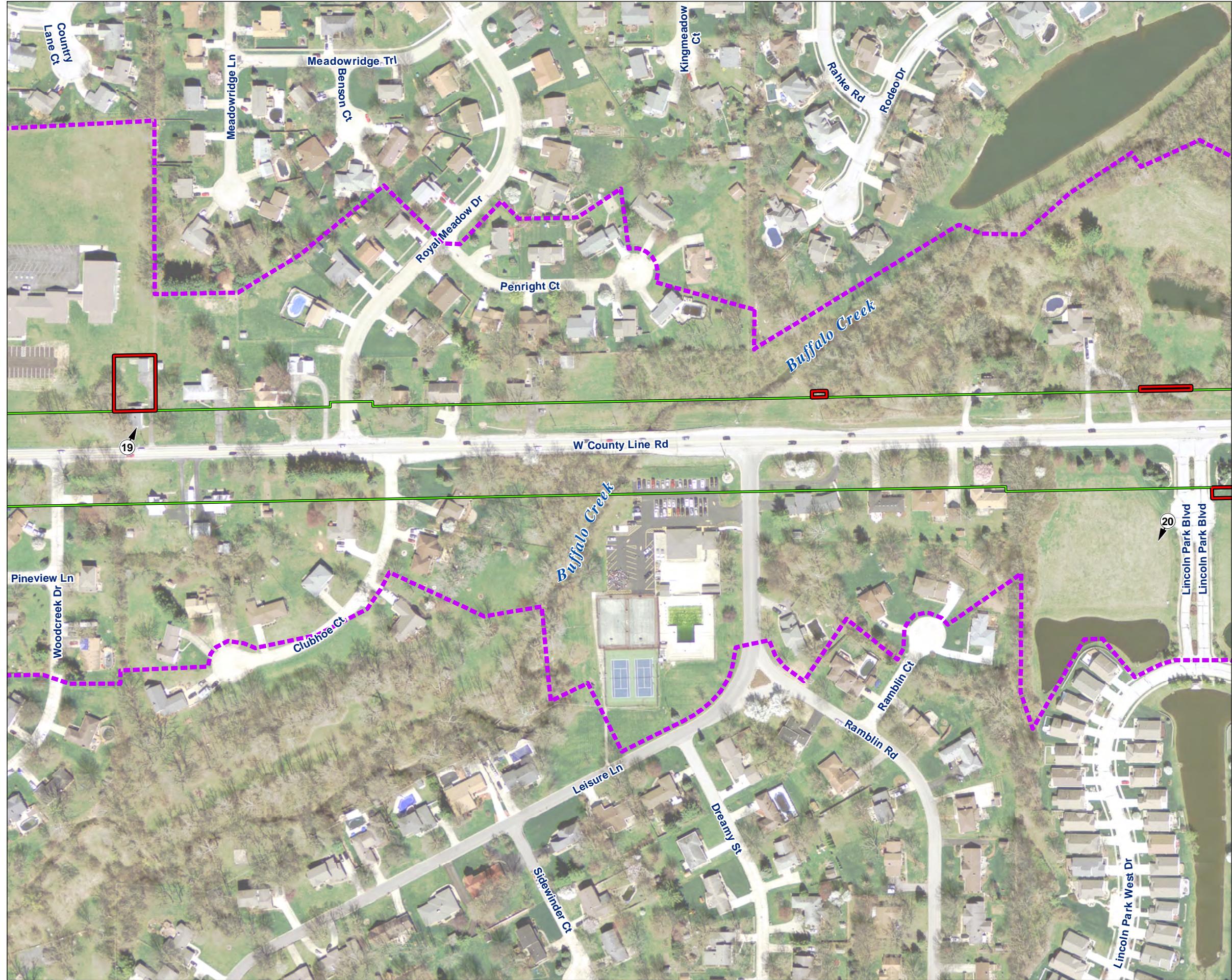
- Original project area
- Original APE
- Addendum project area
- Addendum APE
- Photograph location

Base: Aerial photograph  
2016



**Figure 5** **Sheet 5 of 7**

Aerial photograph showing the addendum APE, addendum project areas, original 2021 APE, and original 2021 project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), aboveground resources, and photograph locations. (7 Sheets)



- [Green Box] Original project area
- [Purple Dashed Line] Original APE
- [Red Box] Addendum project area
- [Red Square with Circle] Photograph location

Base: Aerial photograph  
2016

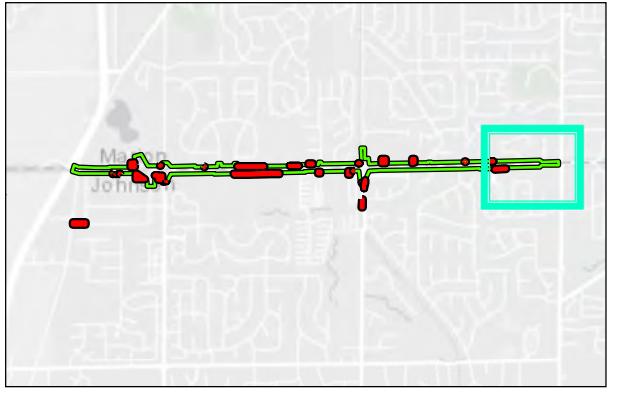
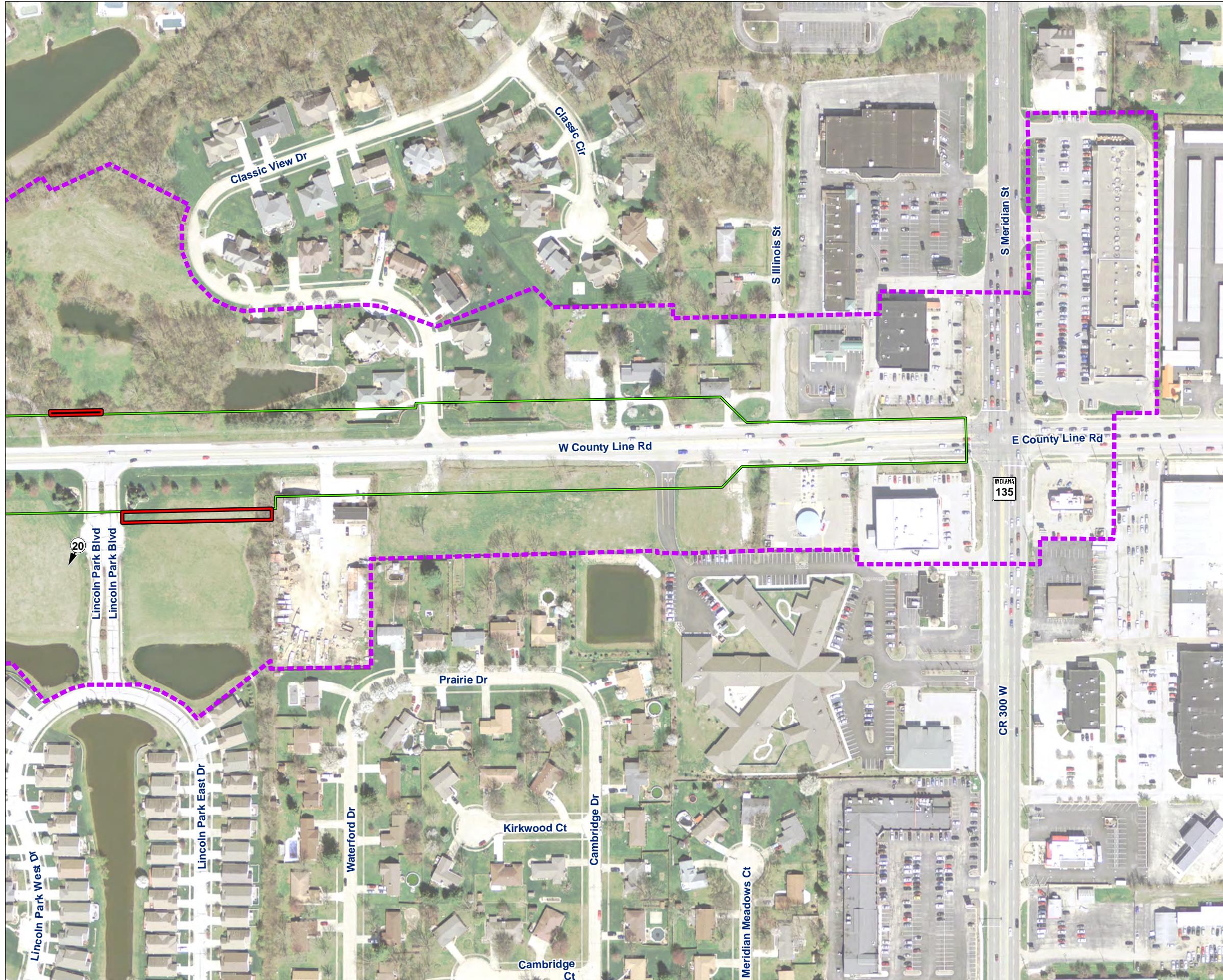


0 20 40 60 80 100  
Meters

0 60 120 180 240 300  
Feet

**Figure 5** **Sheet 6 of 7**

Aerial photograph showing the addendum APE, addendum project areas, original 2021 APE, and original 2021 project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), aboveground resources, and photograph locations. (7 Sheets)



- [Green Box] Original project area
- [Purple Box] Original APE
- [Red Box] Addendum project area
- [Circle with Arrow] Photograph location

Base: Aerial photograph  
2016



**Figure 5** **Sheet 7 of 7**

Aerial photograph showing the addendum APE, addendum project areas, original 2021 APE, and original 2021 project area for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067), aboveground resources, and photograph locations. (7 Sheets)



Photograph 1. Overview of N. Bluff Road from the northern boundary of the connector road APE, looking north-northwest.



Photograph 2. Commercial development adjacent to the northwestern corner of the connector road APE, looking northwest.



Photograph 3. Overview of N. Bluff Road from the southern end of the connector road APE, looking south-southwest.



Photograph 4. Overview of Mount Pleasant South Street from the eastern end of the connector road APE, looking southeast.



Photograph 5. Overview of Mount Pleasant West Street from the eastern end of the connector road APE, looking north.



Photograph 6. Overview of the ranch homes along S. County Line Road, looking southeast.



Photograph 7. A modified ca. 1962 home at 2236 W. County Line Road, looking northwest.



Photograph 8. Overview of N. Morgantown Road, looking south.



Photograph 9. Overview of 1820 and 1902 W. County Line Road, looking northwest.



Photograph 10. Overview of an agricultural field within the APE, looking southeast.



Photograph 11. Overview of a modified ca. 1947 home at 1320 W. County Line Road, looking northeast.



Photograph 12. Overview of a mobile home park along Glendale Park, looking southeast.



Photograph 13. Overview of a mobile home park along Shady Brook Heights, looking southeast.



Photograph 14. Overview of ca. 1980 Builder Modern style home at 1275 N. Peterman Road, looking northeast.



Photograph 15. Overview of Railroad Road/N. Peterman Road from 1263 N. Peterman Road, looking south.



Photograph 16. Overview of homes in the Wood Creek Estates Subdivision along Woodcreek Drive, looking southeast.



Photograph 17. Overview of Railroad Road/N. Peterman Road from Woodcreek Drive, looking south-southwest.



Photograph 18. Overview of a modified ca. 1925 house at 852 W. County Line Road, looking northeast.



Photograph 19. Overview of a modified ca. 1925 house at 722 W. County Line Road, looking northeast.



Photograph 20. Overview of the Lincoln Park Subdivision, looking southwest.



Photograph 21. Overview of the ca. 1875 Italianate John Sutton House (AL001; IHSSI # 081-392-10002), looking northwest.



Photograph 22. A ca. 1875 smokehouse affiliated with the John Sutton House (AL001), looking southeast.



Photograph 23. Rear addition to the John Sutton House (AL001), looking northeast.

## CONCLUSIONS

ASC, under contract with HNTB, has completed an Addendum to the HPR for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067; DHPA No. 27053). For this addendum, five subdivisions were evaluated for NRHP Eligibility.

- Richards and Landers Mt. Pleasant Subdivision
- Wood Creek Estates
- Carefree Subdivision
- Ridge Hill Trails
- Hill Valley Estates

Within the additional APE for the Bluff Road Connector, one property – the John Sutton House at 988 N. Bluff Road – was recommended eligible.

Based on the analysis and evaluation efforts in this document, none of the subdivisions are recommended eligible for listing in the NRHP.

In conclusion, there is one historic property identified in the APE.

## GENERAL REFERENCES

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Crider, Andrea D., MA, RPA, and Sarah Terheide, MA

2021 *Phase Ia Archaeological Records Check and Reconnaissance Survey for the Proposed County Line Road Added Travel Lanes Project from 0.30 Mile West of Morgantown Road to SR 135/South Meridian School Road in the City of Indianapolis, Perry Township Marion County and the City of Greenwood, White River Township, Johnson County, Indiana (Des. No. 2002553; DPW Project ST-45-067)*. ASC Group, Inc., Indianapolis, Indiana. Submitted to HNTB Corporation, Indianapolis, Indiana. Copies on file with the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology, Indianapolis.

Higgins, Alan S.

2018 National Register of Historic Places (NRHP) Multiple Property Documentation Form (MPDF): *Residential Planning and Development in Indiana, 1940–1973*. United States Department of the Interior, National Park Service. Evansville, Indiana.

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1985 *Johnson County Interim Report: Indiana Historic Sites and Structures Inventory*. HLFI, Indianapolis.

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2020 Indiana Historic Buildings, Bridges, and Cemeteries Map. Electronic document, <https://indnr.maps.arcgis.com/home/item.html?id=1593429c17c34942a0d1d3fac03c4a80>, accessed May 15, 2020.

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Konicki, Leah J., and Douglas Terpstra, MS

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MapIndy

1941 Aerial Basemap. <https://maps.indy.gov/MapIndy/>.

1962 Aerial Basemap. <https://maps.indy.gov/MapIndy/>.

1972 Aerial Basemap. <https://maps.indy.gov/MapIndy/>.

1978 Aerial Basemap. <https://maps.indy.gov/MapIndy/>.

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2021 MapIndy [general online mapping application]. Electronic document, <https://maps.indy.gov/MapIndy/index.html>.

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McCord, Beth K.

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Natali, Bethany

2016 *Additional Information Memorandum-No. 2, I-69 Evansville to Indianapolis: Tier 2 Studies, Section 6, State Road 37 Alternatives* (Des. No. 0300382; DHPA No. 4615). Weintraut and Associates, Inc. Submitted to Federal Highway Administration/Indiana Department of Transportation.

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2015 *Historic Property Report Additional Information I-69 Evansville to Indianapolis: Tier 2 Studies, Section 6, State Road 37 Alternatives* (Des. No. 0300382; DHPA No. 4615) Morgan, Johnson, and Marion Counties, Indiana. Weintraut and Associates, Inc. Submitted to Federal Highway Administration/Indiana Department of Transportation.

Pettis, Emily, Amy Squitieri, Christina Slattery, and Christine Long (Mead & Hunt, Inc.); and Patti Kuhn, Debra McClane, and Sarah Groesbeck (Louis Berger Group, Inc.)

2012 National Cooperative Highway Research Program (NCHRP) Report 723: *A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing*.

**APPENDIX A: SHPO LETTER**

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · dhp@dnr.IN.gov · www.IN.gov/dnr/historic



July 6, 2021  
Revised July 15, 2021

Leah J. Konicki  
Principal Investigator – Architectural Historian  
ASC Group, Inc.  
9376 Castlegate Drive  
Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Historic property report (Konicki/Terpstra, 4/13/2021) and archaeological records check and reconnaissance survey report (Crider/Terheide, 5/27/2021) for the County Line Road Added Travel Lanes project in Indianapolis, Marion & Johnson counties, Indiana (Des. No. 2002553; DHPA No. 27053)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your June 4, 2021 submission, which enclosed the aforementioned reports, received by our office the same day for this project in Perry Township, Marion County and White River Township, Johnson County, Indiana.

The proposed area of potential effects (“APE”) presented in the historic property report (“HPR”; Konicki/Terpstra, 4/13/2021) appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

As part of mitigation for the I-69 project in Indiana, our office is in the pre-planning phase for the Johnson County survey. Thus, after consultation with staff from our Survey/Register section, we wish to provide the following comments regarding historic resources located within the project’s APE.

For the purposes of the Section 106 review of this federal undertaking, we respectfully disagree with the conclusions of the HPR that there are no resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the project’s APE.

In Johnson County, we believe that the Richards and Landers Mt. Pleasant subdivision, Wood Creek Estates, and Carefree subdivision are eligible for inclusion in the NRHP utilizing information from the *Residential Planning and Development in Indiana, 1940-1973* Multiple Property Documentation Form. The Richards and Landers Mt. Pleasant

subdivision is a good example of Transitional Development with American small houses and ranches and is eligible for the NRHP under Criterion A under Community Planning & Development. This subdivision utilizes a grid plan and is placed along a major roadway with easy access to the city. While there are some alterations, the subdivision retains integrity to convey the type of suburb it is.

Wood Creek Estates is eligible under Criterion A and C under Community Planning & Development and Architecture. It is a Custom Development of approximately 100 houses mostly dating to the mid-1970s, composed of ranches, stacked ranches, bi-levels, and split-levels. There are curving streets and culs-de-sac present, and this subdivision is located near churches and commercial development. As it was not surveyed in the HPR, Wood Creek Estates includes Woodcreek Drive, Pine Oak Court, Birch Court, Hickory Court, Wood Creek Place, Beech Court and Wood Creek Court.

The Carefree subdivision is eligible under Criterion A and C under Community Planning & Development and Architecture. It is a Custom Development composed of approximately 700 houses including a variety of architecture types and styles, curving streets and culs-de-sacs, a central clubhouse and pool. It is located along a major roadway with easy access to churches or commercial buildings.

In Marion County, we believe Ridge Hill Trails and Royal Meadows are eligible for the NRHP. Ridge Hill Trails is eligible under Criterion A and C under Community Planning & Development and Architecture. It is a Custom Development subdivision with an interesting curvilinear plan, composed of a variety of styles and types. It remains as an intact “entry-level” Custom Development that is very cohesive and uniform. We wish to point out that Custom Developments do not have to be architect-designed alone, they can be Custom by way of the subdivision builder.

Royal Meadows (originally platted as Hill Valley Estates) is eligible under Criterion A and C under Community Planning & Development and Architecture. It is a good example of a Custom Development composed of a wide variety of types and styles (ranch, bi-level, split-level, stacked ranch) with Neo-Eclectic and Mansard details, among others. The subdivision boasts curvilinear streets with sidewalks and curbs and retains good integrity as an intact “entry-level” Custom Development. This subdivision was not identified in the HPR and its approximate boundaries include W. Ralston Drive to the north, Meadow Vista Drive to the east, W. County Line Road to the south, and Maple View Drive to the west. Royal Meadow Drive cuts through the middle of the subdivision.

We agree with the HPR that Glenns Valley and Meridian Park that are detailed in the HPR are not eligible for inclusion in the NRHP.

Regarding the archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Crider/Terheide, 5/27/2021), that the newly identified sites 12Ma1075, 12Ma1076, 12Jo736 and 12Jo737 do not appear eligible for inclusion in the NRHP and no further archaeological investigations are necessary. There is insufficient information to determine whether or not newly identified archaeological sites 12Ma1077 and 12Ma1078 are eligible for inclusion in the NRHP as the site boundaries extend beyond the limits surveyed. However, it appears that the portions of sites 12Ma1077 and 12Ma1078 within the project area are not eligible for inclusion in the NRHP. The surveyed limits should be clearly marked so that unsurveyed portions of these sites are avoided by all ground-disturbing project activities. If avoidance is not feasible, a plan for further archaeological investigations and evaluation of sites 12Ma1077 and 12Ma1078 must be submitted to the Indiana SHPO for review and comment prior to further field investigations. Further archaeological investigations must be conducted in accordance with the “Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation” (48 F.R. 44716).

Thank you for submitting the archaeological site survey forms for sites 12Ma1075, 12Ma1076, 12Ma1077, 12Ma1078, 12Jo736 and 12Jo737 to SHAARD. They have been approved.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the

Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Beth McCord, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project. If you have a question about the eligibility of resources located within the APE, please contact Paul Diebold. In all future correspondence about the County Line Road Added Travel Lanes project in Marion and Johnson counties (Des. No. 2002553), please refer to DHPA No. 27053.

Very truly yours,

Beth K. McCord  
Deputy State Historic Preservation Officer

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