



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

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

June 3, 2021

This letter was sent to the listed parties.

RE: County Line Road Added Travel Lanes, Marion and Johnson Counties (Des. No. 2002553; DPW Project ST-45-067; DHPA No. 27053)

Dear Consulting Party (see attached list),

The City of Indianapolis Department of Public Works, 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; DPW Project ST-45-067).

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.

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.

County Line Road is classified as a two-lane primary arterial roadway through the majority of the project corridor. The road expands to five lanes (two lanes in each direction with a turning lane to Meridian Street) between South Illinois Street and SR 135. The majority of the project area does not have pedestrian facilities, curb and gutter, or shoulders. Sidewalks, curb and gutter, and shoulders are only associated with the five lane section of County Line Road between South Illinois Street and Royal Meadow Drive.

There are two major intersections along County Line Road within the project limits: Morgantown Road and Railroad Road/Peterman Road. The Morgantown Road intersection is controlled by a traffic signal and has left turn lanes in all directions. There is a steep hill on County Line Road just west of this intersection, with an existing roadway grade of approximately 9 percent.

The Railroad Road/Peterman Road intersection is controlled by a 4-way stop sign, with a single approach lane from all four directions. The Indiana Railroad has a single-track rail line immediately adjacent to Railroad Road/Peterman Road, with an at-grade crossing of County Line Road less than 50 feet west of the intersection. The crossing has overhead flashers but no gates.

The existing structure over Pleasant Creek Run (Structure No. 49-4503F) is approximately 650 feet east of the Morgantown Road intersection. It is a 3-span concrete box beam bridge approximately 135 feet in length. The second existing structure over Buffalo Creek (Structure No. 49-4510F) is located just west of Leisure Lane on County Line Road. It is a 3-span reinforced concrete slab approximately 81 feet in length.

The proposed project includes County Line Road being expanded to a five-lane road (two 11 foot lanes in each direction and a 13-foot two-way left turn lane) with a 10-foot multi-purpose trail on the north side, 6-foot concrete buffers on either side and a 6-foot sidewalk on the south side of the roadway. The two existing bridges will also be replaced to accommodate the additional travel lanes. The proposed bridge structures will accommodate the proposed roadway with the only modification to the typical section being that the concrete buffers will be 2 feet per side within the bridge structure limits. The project will also construct stormwater detention, enclosed stormwater system, and address the sharp vertical curve at Morgantown Road.

The purpose of the South County Line Road project is to address capacity deficiencies, improve east-west mobility, and improve safety within the corridor. The need for this project is the existing and future capacity restrictions as the projected traffic demands will exceed the capacity of the existing two-lane configuration. Additionally, there are no pedestrian or bicycle facilities associated with the existing roadway which is in a high density residential area.

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).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts for the project, no above-ground resources are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified six new archaeological sites within the project area. As a result of these efforts, sites 12-Ma-1075, 12-Ma-1076, 12-Ma-1077, 12-Ma-1078, 12-Jo-0736, and 12-Jo-0737 were

recommended as not eligible for listing in the NRHP. No further work is recommended provided that the project area does not change.

The Historic Property Report and Archaeology Report (Tribes only) are 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.

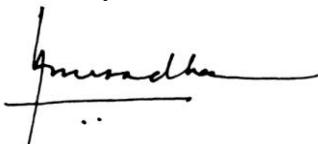
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting 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,



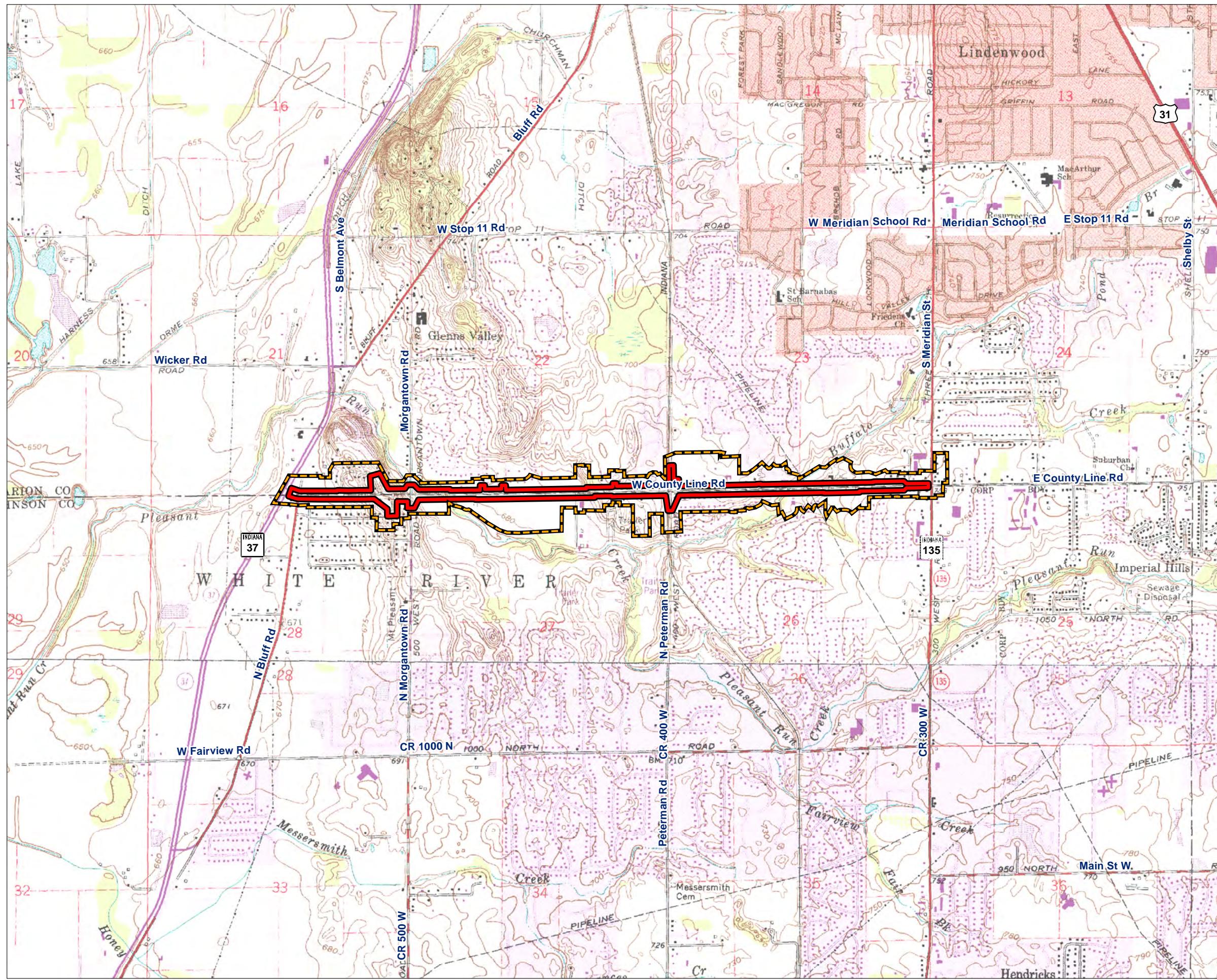
Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Topographic map showing project area

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



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

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



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Meters

0 1000 2000 3000  
Feet

**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)**

**By**

**Leah J. Konicki and Douglas Terpstra, MS**

**Submitted By:  
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**Submitted To:  
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111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204  
317.917.5325**



**Leah J. Konicki, Principal Investigator**

**April 13, 2021**



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

## **MANAGEMENT SUMMARY**

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067) in Perry Township, Marion County and White River Township, Johnson County. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

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

The 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

The City of Indianapolis Department of Public Works, 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; DPW Project ST-45-067) in Perry Township, Marion County and White River Township, Johnson County, Indiana (Figure 1). ASC Group, Inc., is under contract with HNTB, which is under contract with the City of Indianapolis Department of Public Works, to advance the environmental documentation for the referenced project. The proposed undertaking is located on County Line Road and begins 0.30 mile west of Morgantown Road and extends east to State Route (SR) 135/Meridian Street. The project is located in Sections 21, 22, 23, 26, 27, and 28, Township 14 North, Range 3 East, as shown on the Maywood, Indiana United States Geological Survey (USGS) 7.5' topographic map (Figure 2).

County Line Road is classified as a two-lane primary arterial roadway through the majority of the project corridor. The road expands to five lanes (two lanes in each direction with a turning lane onto Meridian Street) between Illinois Street and SR 135/Meridian Street. The majority of the project area does not have pedestrian facilities, curb and gutter, or shoulders. Sidewalks, curb and gutter, and shoulders are only associated with the five lane section of County Line Road between Illinois Street and Royal Meadow Drive.

There are two major intersections along County Line Road within the project limits: Morgantown Road and Railroad Road/Peterman Road. The Morgantown Road intersection is controlled by a traffic signal and has left turn lanes in all directions. There is a steep hill on County Line Road just west of this intersection, with an existing roadway grade of approximately 12 percent.

The Railroad Road/Peterman Road intersection is controlled by a 4-way stop sign, with a single approach lane from all four directions. The Indiana Railroad has a single-track rail line immediately adjacent to Railroad Road/Peterman Road, with an at-grade crossing of County Line Road less than 50 feet west of the intersection. The crossing has overhead flashers but no gates.

The existing structure over Pleasant Run Creek (Structure No. 49-4503F) is approximately 650 feet east of the Morgantown Road intersection. It is a 3-span concrete box beam bridge approximately 135 feet in length. The second existing structure over Buffalo Creek (Structure No.

49-4510F) is located just west of Leisure Lane on County Line Road. It is a 3-span reinforced concrete slab approximately 81 feet in length.

The proposed project includes County Line Road being expanded to a five-lane road (two 11 foot lanes in each direction and a 13-foot two-way left turn lane) with a 10-foot multi-purpose trail on the north side, 6-foot grass buffers on either side, and a 6-foot sidewalk on the south side of the roadway. The two existing bridges will also be replaced to accommodate the additional travel lanes. The proposed bridge structures will accommodate the proposed roadway with the only modification to the typical section being that the grass buffers will be 2 feet per side within the bridge structure limits. The project will also construct stormwater detention and an enclosed stormwater system and address the sharp vertical curve at Morgantown Road.

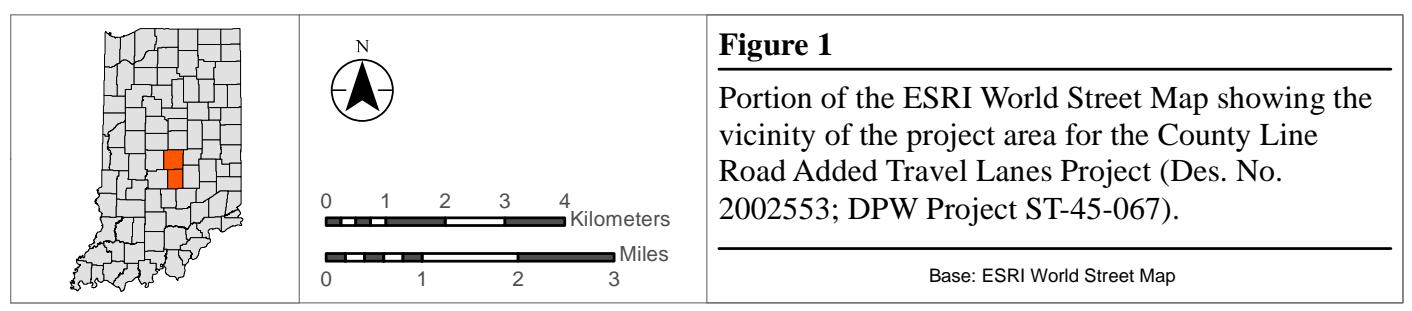
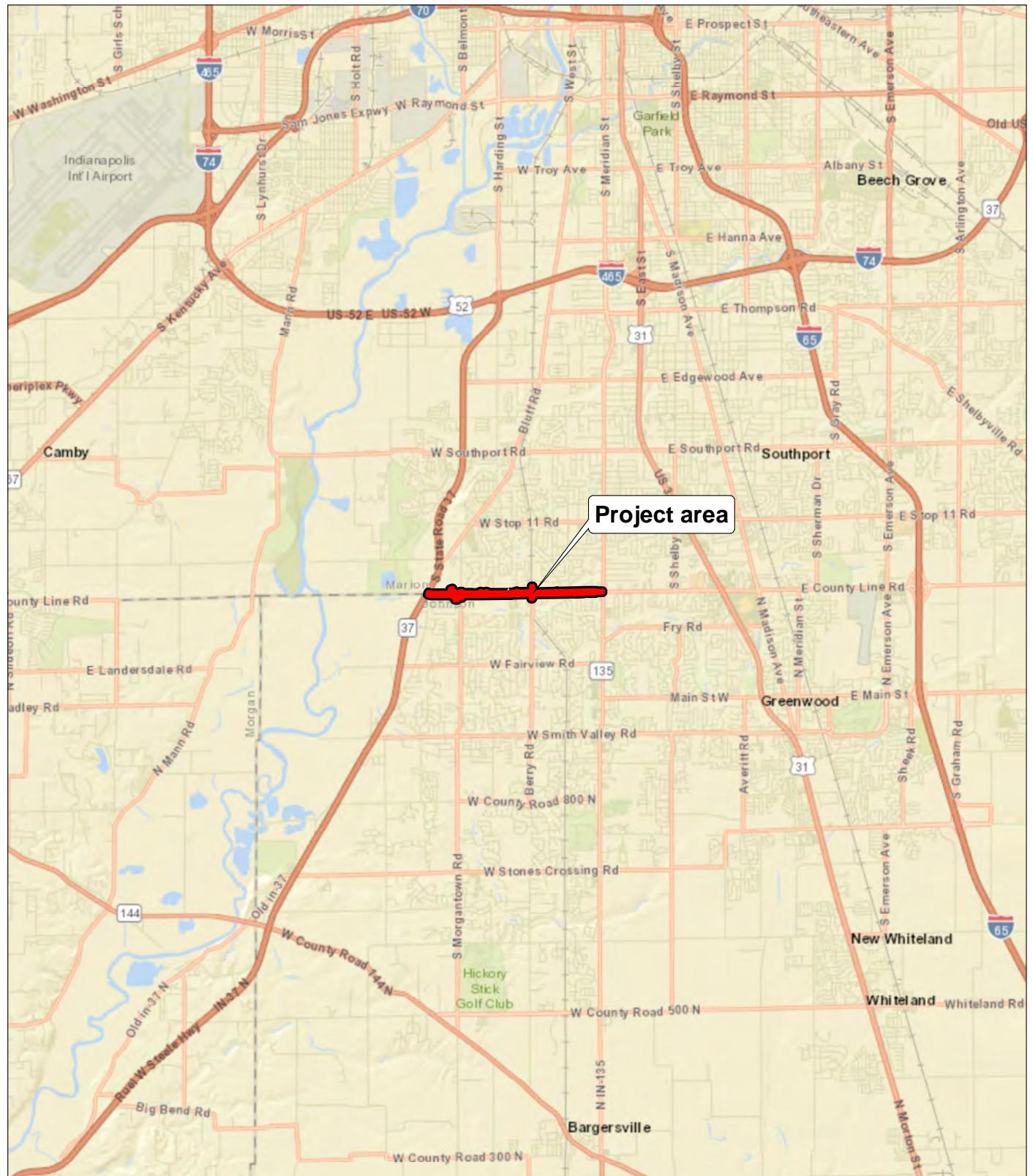
The purpose of the County Line Road project is to address capacity deficiencies, improve east-west mobility, and improve safety within the corridor. The need for this project is the existing and future capacity restrictions as the projected traffic demands will exceed the capacity of the existing two-lane configuration. Additionally, there are no pedestrian or bicycle facilities associated with the existing roadway, which is in a high density residential area.

Per 36 CFR 800.16(d), the Area of Potential Effects (APE) is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” Based on the scope and nature of the project, the APE boundary for above-ground properties for this project was determined by sight lines to and from the project (Figures 2 and 3). The APE extends from the west side of SR 37 in the west to the east side of SR 135/Meridian Street in the east. The width of the APE is generally one or two parcels deep, but extends farther at intersections where sight lines along the intersecting roads are deeper.

The project area is located in a suburban residential area characterized by subdivisions accessed from County Line Road. A large commercial area is present along SR 135/Meridian Street at its intersection with County Line Road, and small pockets of commercial development are found at Bluff Road and Railroad Road/Peterman Road. The extant above-ground resources within the APE were mostly built between the mid- and late-twentieth centuries. Streetscape views of and representative houses in the APE are included in Appendix A (Photographs 1–43).

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

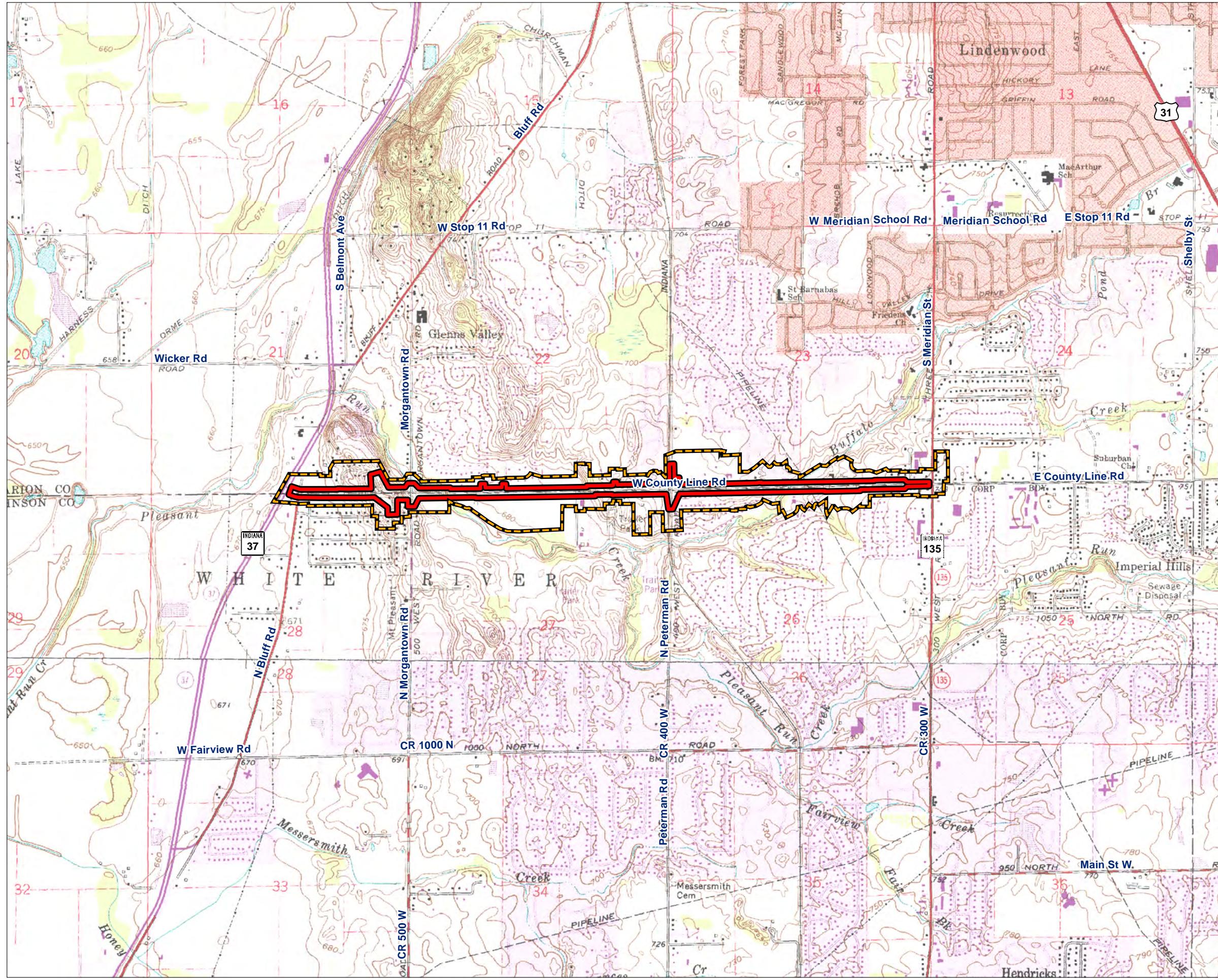
This report details the results of the records check, the fieldwork methods, and the recommendations of the survey. Leah J. Konicki, who meets the Secretary of the Interior's Professional Qualifications Standards under 36 CFR Part 61, conducted the records check, oversaw completion of the survey fieldwork, prepared portions of this report, and served as principal investigator. Douglas Terpstra, MS, who meets the Secretary of the Interior's Professional Qualifications Standards under 36 CFR Part 61, also prepared portions of this report and prepared the NRHP eligibility evaluations of the above-ground resources.



**Figure 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).

Base: ESRI World Street Map



Project area  
APE

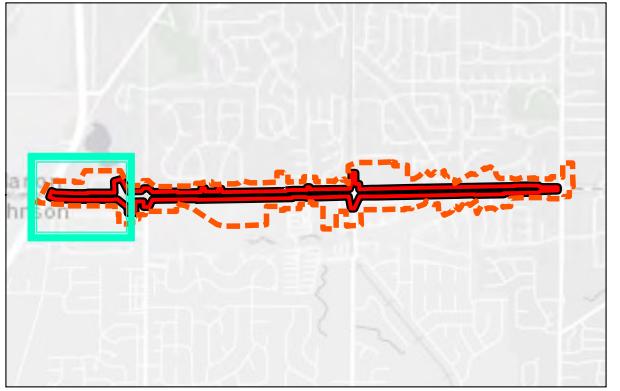
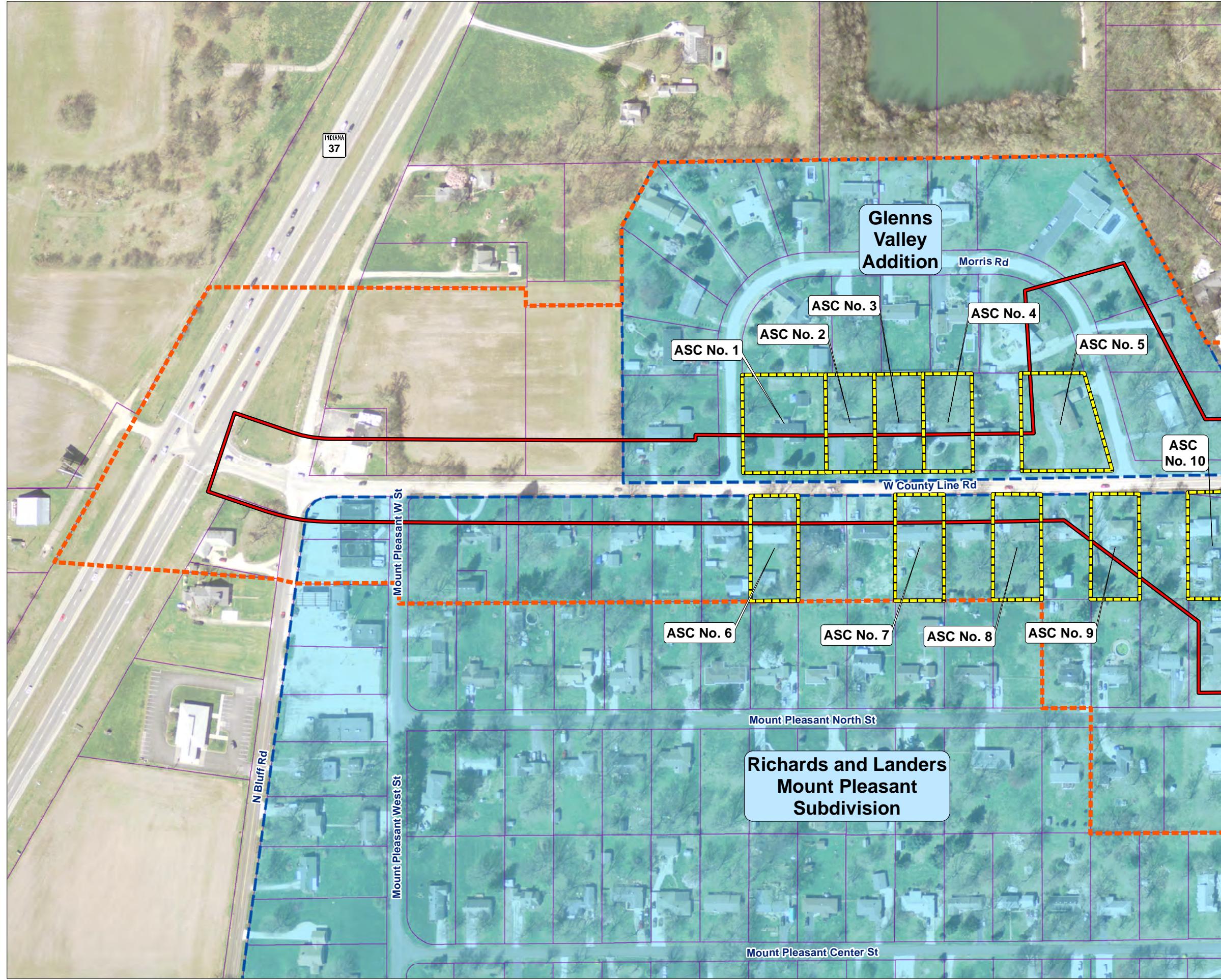
Base: USGS Bargersville and Maywood, Indiana,  
7.5' series quadrangles



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Figure 2

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



- Project area
- APE
- Subdivision 50 years old or older
- Contributing-rated property
- Parcel boundary

Base: Aerial photograph 2016

0 20 40 60 80 100 Meters

0 60 120 180 240 300 Feet



Figure 3

Sheet 1 of 6

Aerial photograph showing the project area, APE, subdivisions 50 years old or older, and Contributing-rated properties identified by ASC Group, Inc., for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067). (6 Sheets)

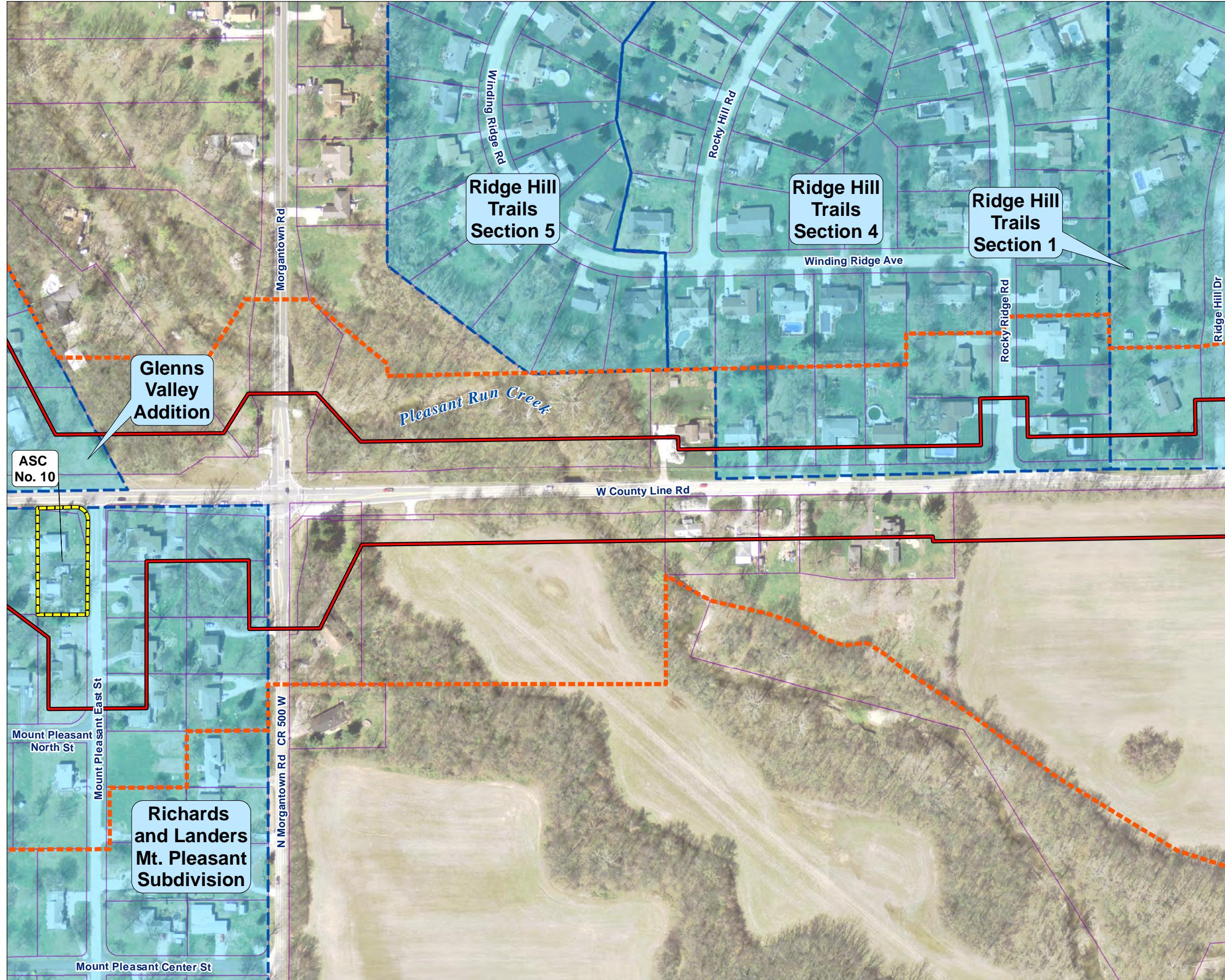
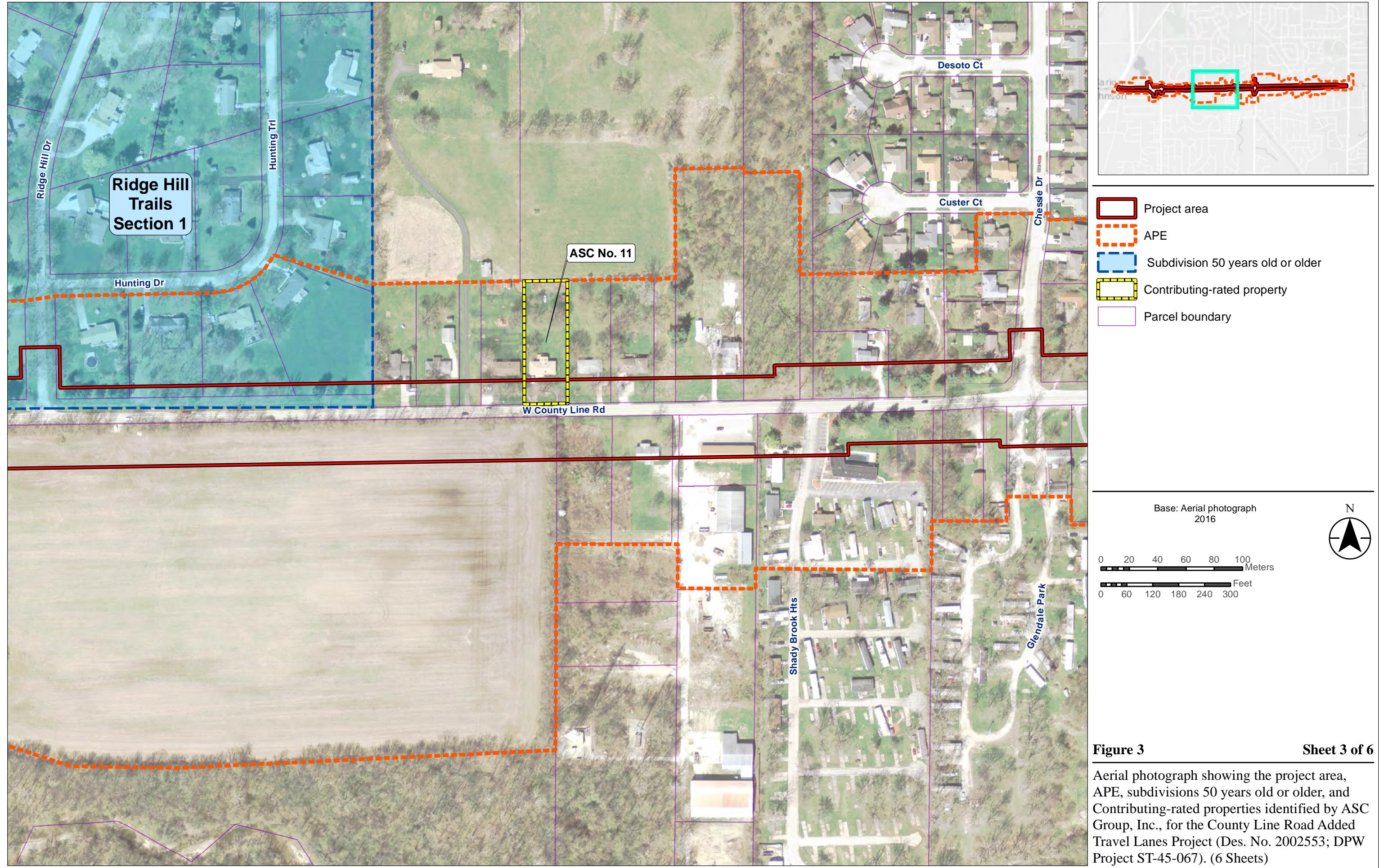
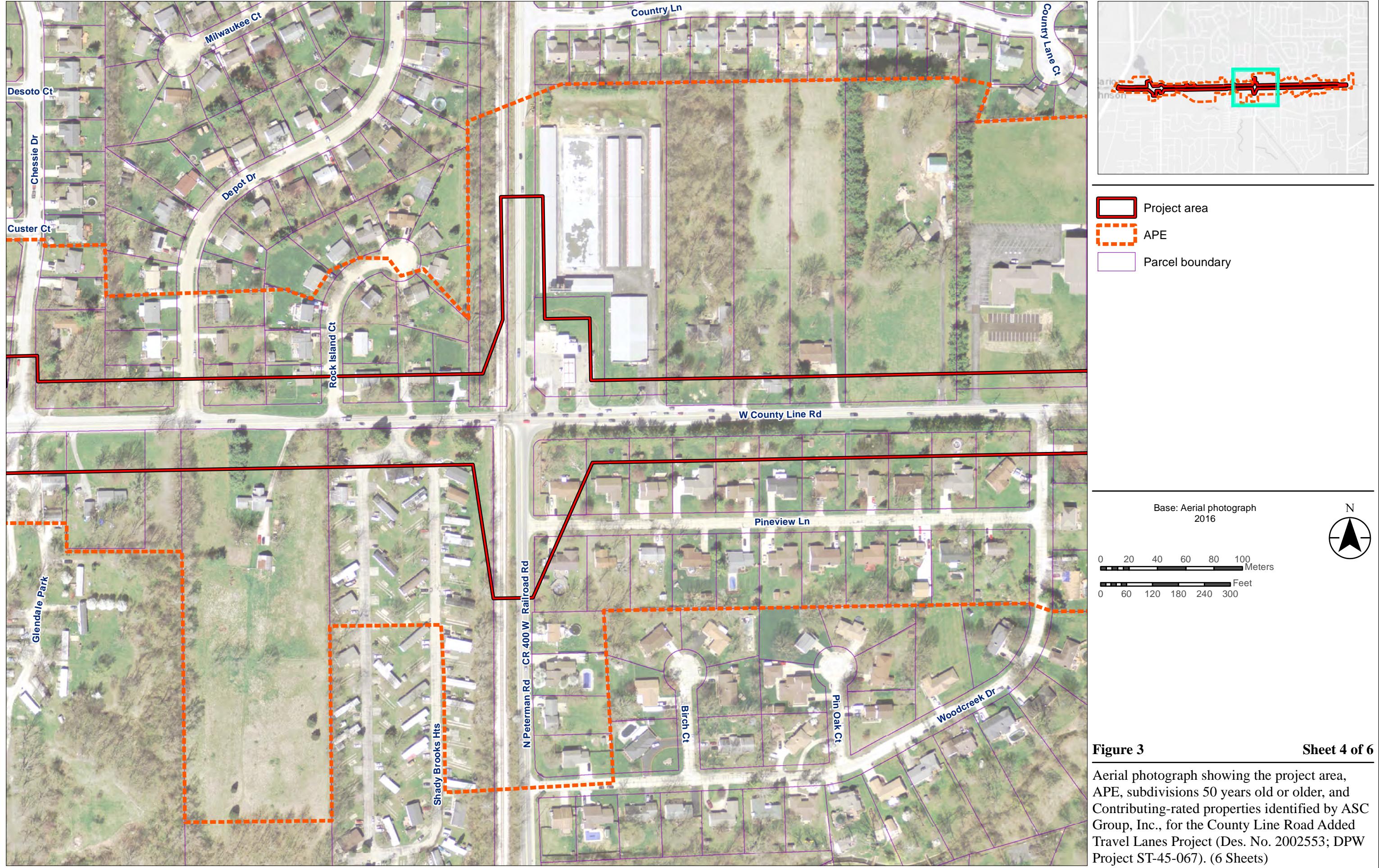


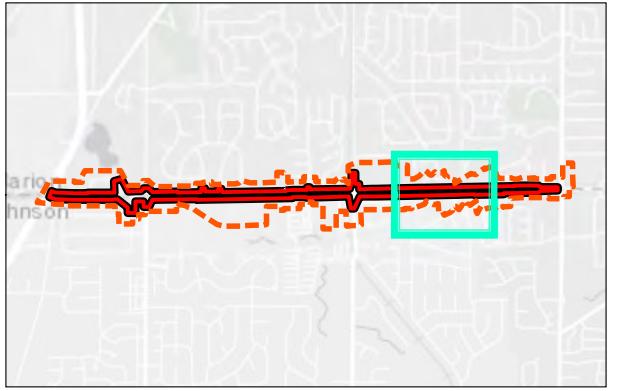
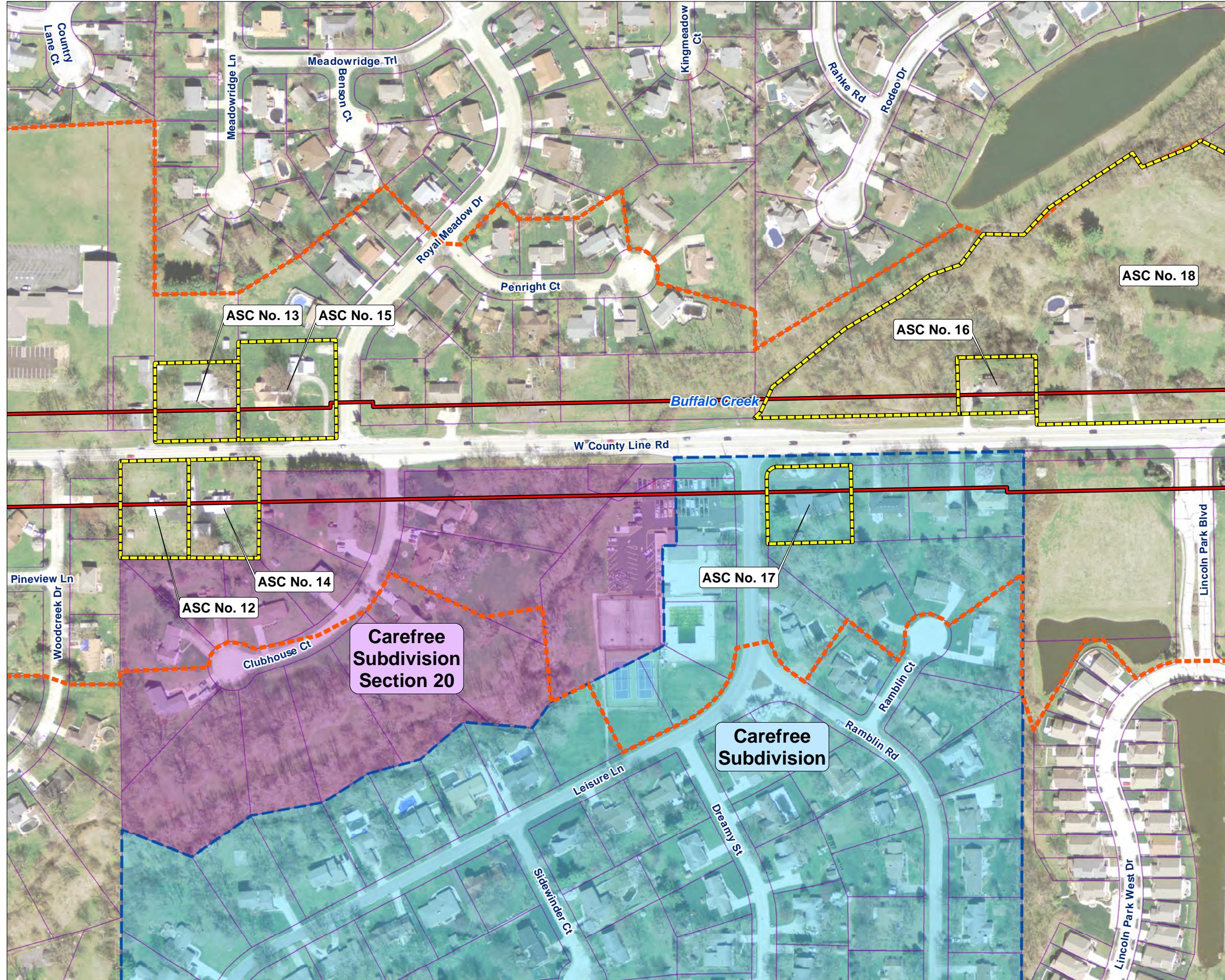
Figure 3

Sheet 2 of 6

Aerial photograph showing the project area, APE, subdivisions 50 years old or older, and Contributing-rated properties identified by ASC Group, Inc., for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067). (6 Sheets)







- Project area
- APE
- Subdivision 50 years old or older
- Subdivision les than 50 years old
- Contributing-rated property
- Parcel boundary

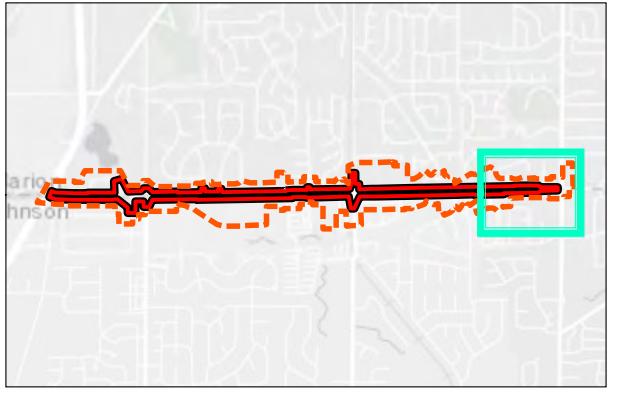
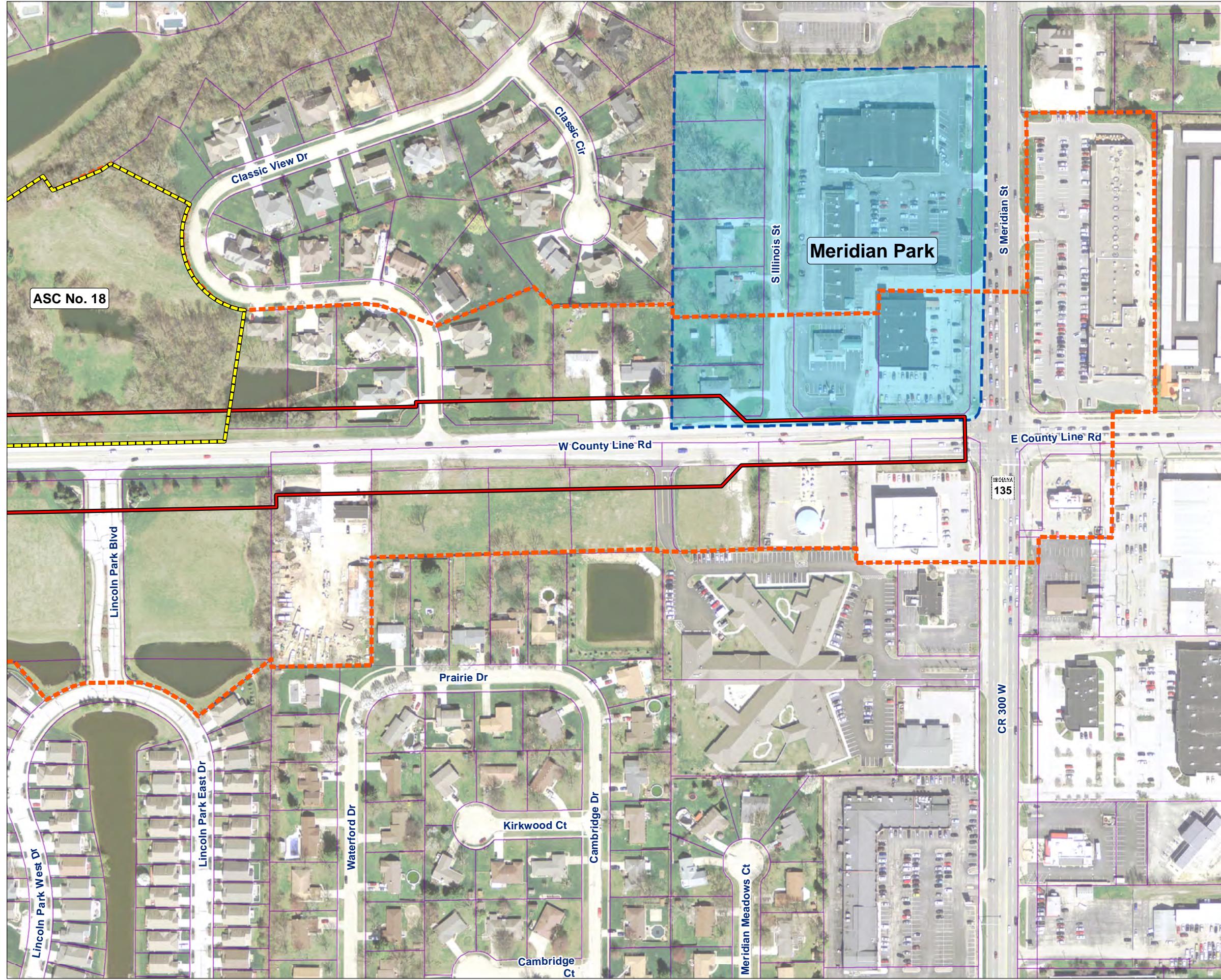
Base: Aerial photograph 2016  
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Figure 3

Sheet 5 of 6

Aerial photograph showing the project area, APE, subdivisions 50 years old or older, and Contributing-rated properties identified by ASC Group, Inc., for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067). (6 Sheets)



- Project area
- APE
- Subdivision 50 years old or older
- Contributing-rated property
- Parcel boundary

Base: Aerial photograph  
2016

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

**Figure 3** **Sheet 6 of 6**

Aerial photograph showing the project area, APE, subdivisions 50 years old or older, and Contributing-rated properties identified by ASC Group, Inc., for the County Line Road Added Travel Lanes Project (Des. No. 2002553; DPW Project ST-45-067). (6 Sheets)

## **LITERATURE REVIEW/PREVIOUS INVESTIGATIONS**

The literature review and records check was directed toward identifying previously recorded historic structures and other cultural resources located within the APE. Research was conducted using data available online in December 2020. The focus for the background research was on previously recorded resources within the APE. For the literature review, the following resources were consulted:

- National Historic Landmarks (NHL) listings;
- National Register of Historic Places (NRHP) listings;
- Indiana Register of Historic Sites and Structures (IRHSS) listings;
- Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBC Map) (online);
- *Indiana Historic Bridge Inventory* (M&H Architecture 2009);
- INDOT-Cultural Resources Office (CRO) Public Web Map (online); and
- Historic maps and atlases.

### **NATIONAL HISTORIC LANDMARK (NHL) LIST**

There are no NHLs located within the APE.

### **NATIONAL REGISTER OF HISTORIC PLACES (NRHP)**

There are no NRHP-listed properties located within the APE.

### **INDIANA REGISTER OF HISTORIC SITES AND STRUCTURES (IRHSS)**

Properties listed in the NRHP are automatically listed in the IRHSS. There are no sites, structures, or districts located within the APE that are only listed in the IRHSS.

### **INDIANA HISTORIC SITES AND STRUCTURES INVENTORY (IHSSI)**

The latest complete record of architectural properties in Johnson County was completed in 1985 and the latest in Marion County's Decatur, Perry, and Franklin townships was completed in 1992, both by the IHSSI, which is a program initiated by the Indiana Division of Historic Preservation and Archaeology (DHPA) in 1975 for the purpose of documenting and evaluating above-ground resources throughout Indiana. Surveyors and consultants evaluate and rate each individual resource and final decisions on the NRHP eligibility of properties are made by the DHPA. Each county's inventory contains information from an exact moment in time, and the expectation is that additions and corrections will be made to the IHSSI based on further research. Each property was evaluated by a professional architectural historian and was assessed in terms of its historical significance, architectural significance and merit, and integrity before being given one of four ratings—Outstanding, Notable, Contributing, or Non-contributing.

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

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

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

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

According to the IHBBC Map, there are no IHSSI properties located within the APE.

#### **INDOT HISTORIC BRIDGE INVENTORY**

No bridges listed in or eligible for listing in the NRHP were identified within the APE.

#### **INDOT-CRO PUBLIC WEB MAP**

The INDOT-CRO Public Web Map shows one previous INDOT-CRO-reviewed project in the APE. A Minor Projects Programmatic Agreement (MPPA) submission was reviewed for a Local Public Agency (LPA) project involving the Morgantown Road bridge over Pleasant Run Creek (Des. No. 1401717), located north of County Line Road.

#### **HISTORIC MAPS AND ATLASES**

A variety of historic maps and atlases for the period 1866–1938 were examined for information pertaining to the historic use of the project area and the historical development of the APE (Figures 4–7). The 1866 maps of Marion and Johnson counties do not show County Line Road, although a few houses are present along the southern border of Marion County, suggesting that a road was present (Warner 1866; Warner et al. 1866) [Figure 4]. The forerunners of Bluff Road, Morgantown Road, Railroad Road, and SR 135/Meridian Street were present by this time. The land was not densely settled, and farms of 160 acres or more are common. Glenn is a common family name in the area around the west end of the APE.

Fatout and Bohn's (1889) atlas of Marion County depicts County Line Road, but with its western terminus at Morgantown Road (Figure 5). Many large farms remain, but some land also has been divided into smaller parcels. Only a few houses are located along County Line Road on this map. A small community named Glenn's Valley is labeled north of the APE at the intersection of Bluff Road and Morgantown Road.

Wilson, Fuller & Company's (1900) Johnson County atlas also shows County Line Road ending at Morgantown Road (Figure 6). Only one house is depicted as being accessed via County Line Road. Most of the land remained agricultural, and several large tracts of more than 160 acres remained.

W. W. Hixson & Company's (1938) *Plat Book of Marion County, Indiana* shows County Line Road extended west to Bluff Road (Figure 7). Bluff Road had been designated SR 37 by this time, and Meridian Street had been designated SR 135. This map also shows the Indiana Railroad for the first time. One large tract of 160 acres remained along the north side of County Line Road at this time, but most of the land had been divided into much smaller parcels.

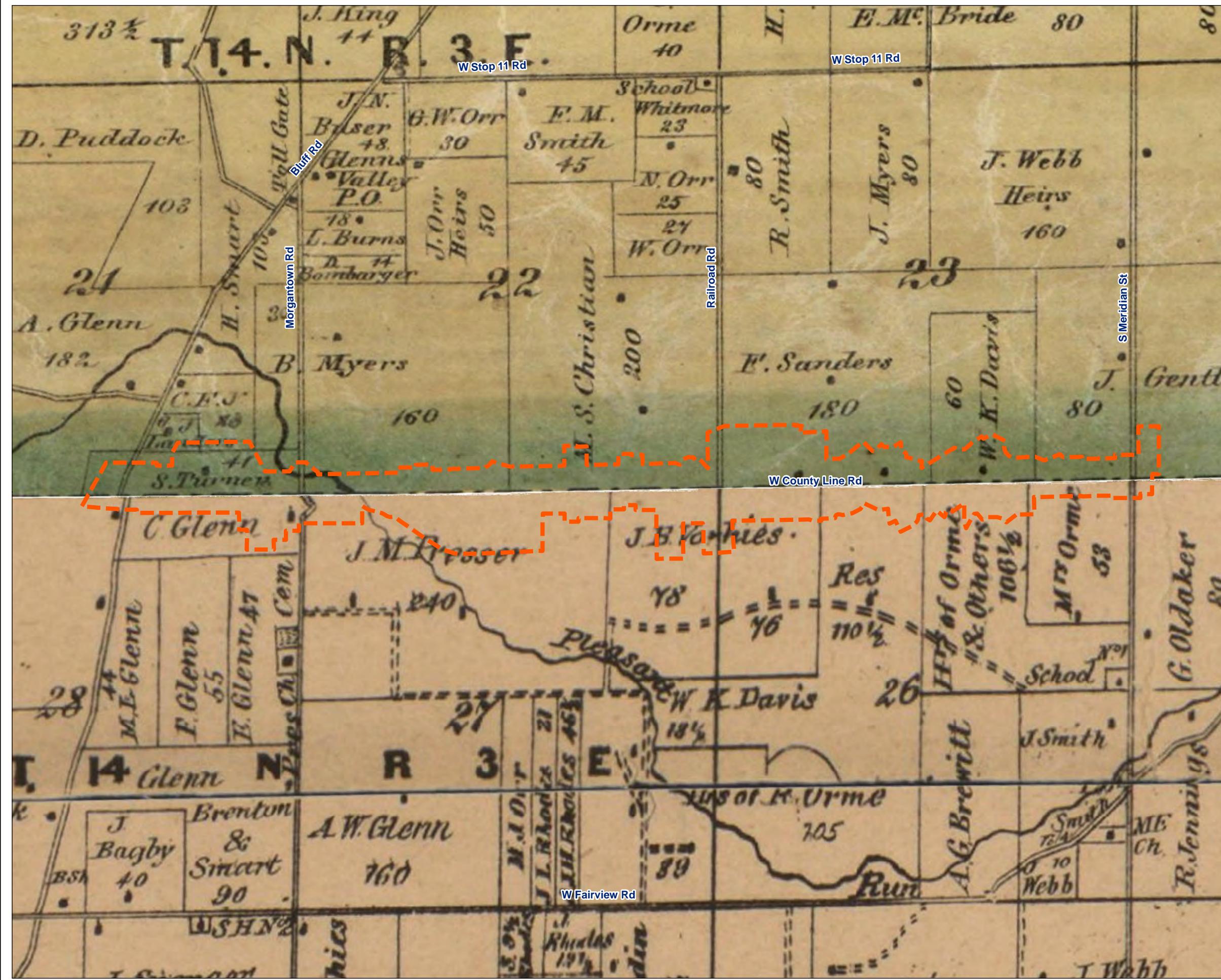
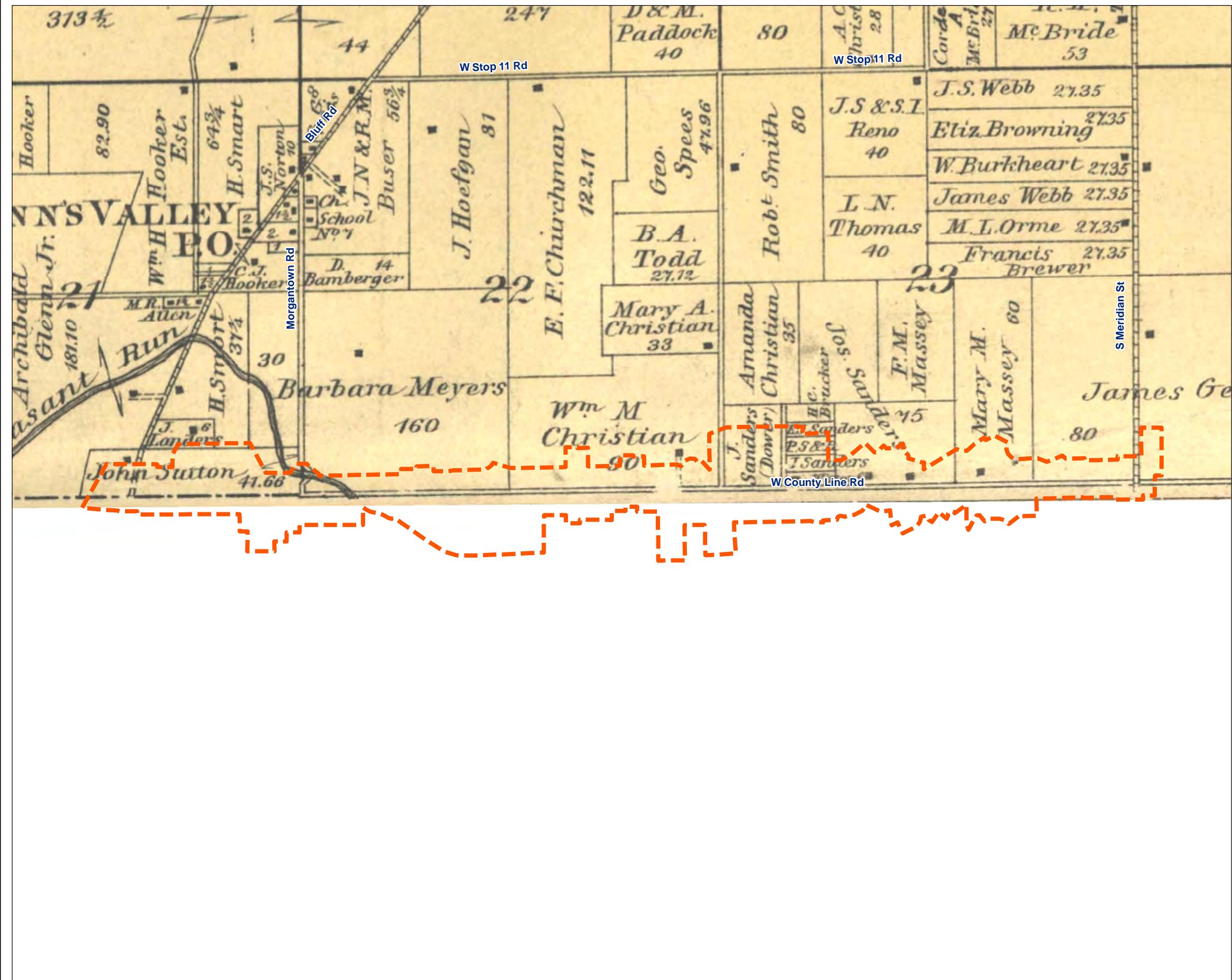


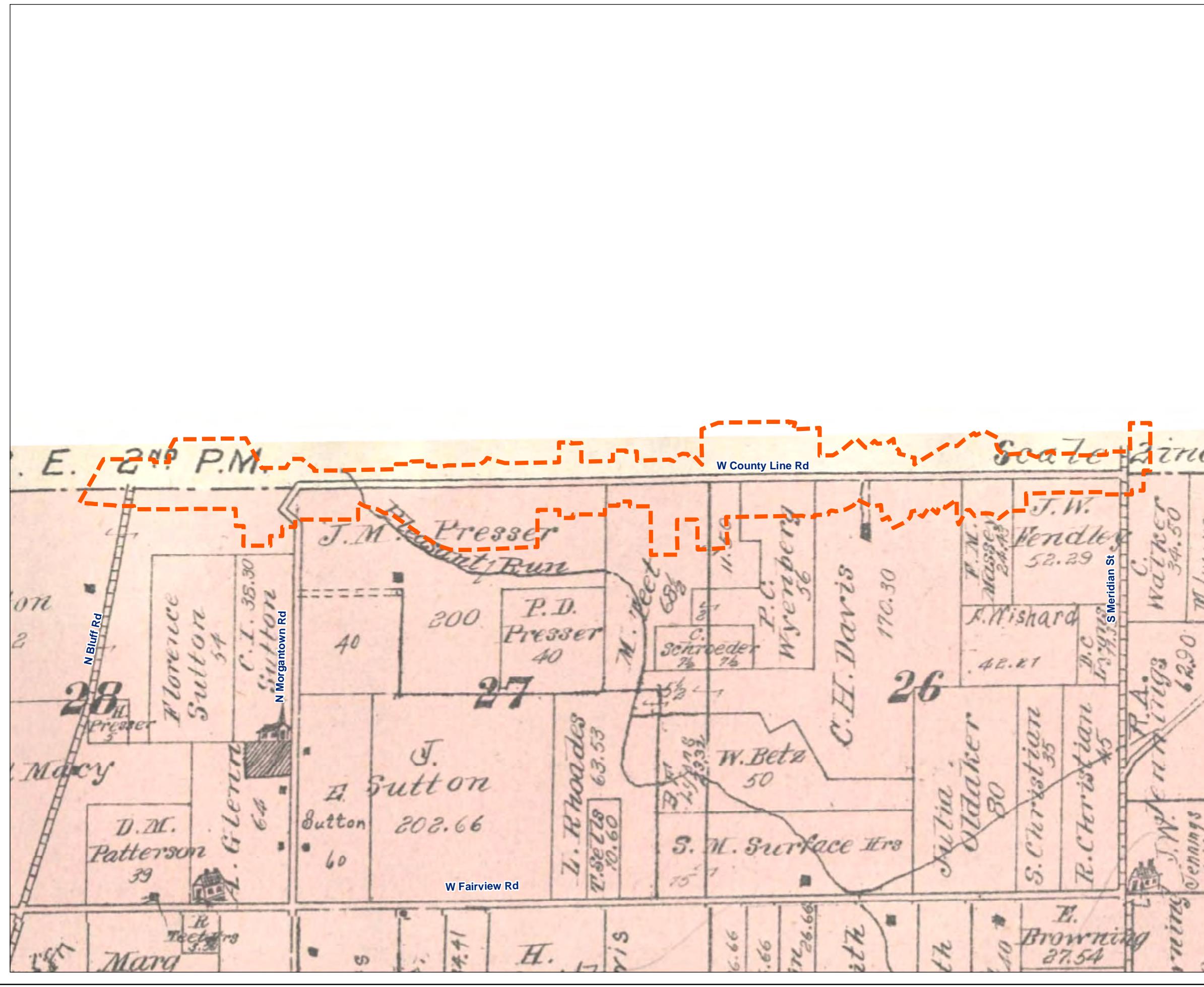
Figure 4

Portions of Warner's (1866) Map of Marion County, Indiana and Warner et al.'s (1866) Map of Shelby & Johnson Counties, Indiana showing the APE.

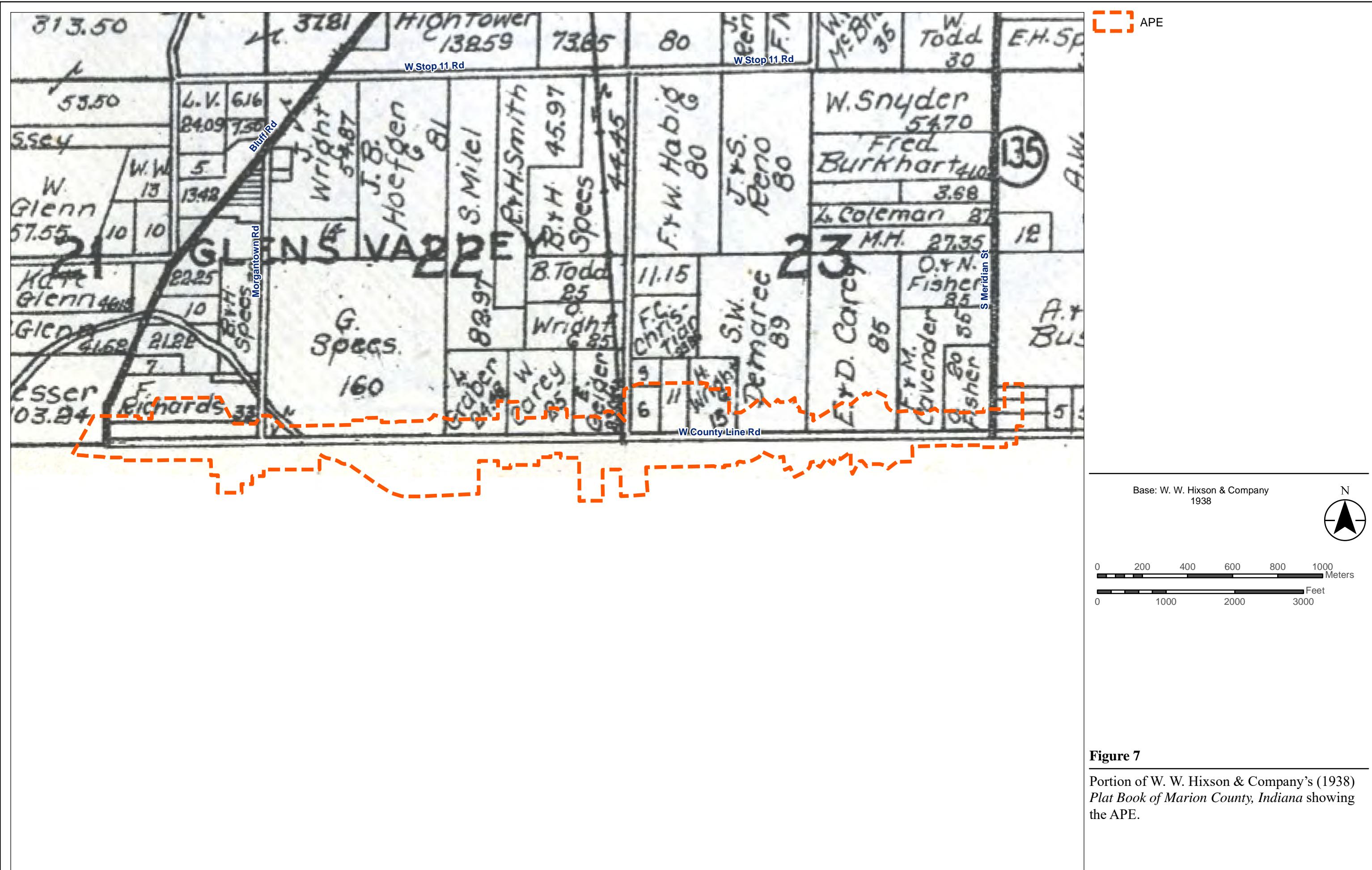
Base: Warner 1866;  
Warner et al. 1866





**Figure 6**

Portion of Wilson, Fuller & Company's (1900) *Atlas of Shelby and Johnson Counties, Indiana* showing the APE.



**Figure 7**

Portion of W. W. Hixson & Company's (1938)  
*Plat Book of Marion County, Indiana* showing  
the APE.

## HISTORIC CONTEXT

The United States opened central Indiana to settlement through the Treaty of St. Mary's in 1818. Settlement of the present site of Indianapolis began in 1820. Marion County was formed on April 1, 1822, and named for Revolutionary War leader Francis Marion. Indiana became a state in 1816, with its first capital in Corydon. However, with the center of the state now open to settlement and the population expanding northward, the state legislature decided to move the capital closer to the center of the state, at what later would become Indianapolis. Alexander Ralston began to plat the city in 1821, and the state government officially moved to Indianapolis in 1825. The city became a railroad hub in the mid-nineteenth century (Historic Landmarks Foundation of Indiana [HLFI] 1991).

In the years after the Civil War, Indianapolis underwent an economic boom with the arrival of new industries, many of them related to the manufacture of horse-drawn vehicles. By the late nineteenth century, the city was experiencing a period of growth that resulted in the construction of such notable buildings as the State Capitol, the second Union Station, and the Soldiers and Sailors Monument. The city expanded geographically as far as 6 miles beyond its original plat, with residential neighborhoods such as Fletcher Place and Fountain Square developing during this time (Bogle 1994; HLFI 1991).

Railroads were an important factor in the city through the nineteenth century, although the smaller lines consolidated or were purchased by major eastern railroads, such as the Pennsylvania, the New York Central, and the Baltimore and Ohio. At the same time, the railroads improved and enlarged their facilities and increased the frequency of freight and passenger runs (Bogle 1994). Manufacturers relied heavily on their proximity to rail lines to reduce the cost of importing raw materials and exporting finished goods.

In the late nineteenth century, Indianapolis' population more than doubled, in part due to economic growth. This prosperity brought more than 100,000 new residents to Indianapolis. Annexation also contributed to the city's expansion during this period, as Indianapolis annexed outlying suburbs. The vacant land between the city and the annexed suburbs subsequently developed as residential districts so that by the end of the 1800s, Indianapolis had grown to 27.21 square miles (Hulse 1994).

Perry Township, located south of Center Township, did not become independent of Franklin Township until 1824. The construction of railroads through the township spurred some

growth in the nineteenth century, but the congestion caused by the intersection of the railroads and the township's surface streets served to isolate the township from much of the rapid growth of the city until after the turn of the twentieth century (HLFI 1992). As a result, land was available for farmers, mostly ethnically German-American, to operate greenhouses, nurseries, and truck farms in the township, predominantly along Bluff Road and South Meridian Street. Competition from produce from southern states brought via refrigerated railroad cars led to the decline of many of these local farms, although a few still operated in the 1990s. A turnpike toll gate once stood at the intersection of Bluff Road and Morgantown Road. Archibald Glenn founded a settlement named Glenns Valley at this location in the 1820s. By 1923, the community had 80 residents and a few businesses (Donnelly 1994).

The elevation of the railroad tracks, beginning in 1905, allowed suburban development to spread more rapidly into the township. As Indianapolis began to annex the new suburbs in the township, several communities incorporated to avoid annexation, including Beech Grove and Homecroft (HLFI 1992).

Johnson County was organized on December 31, 1822. Most of the county's early population growth was in the southern part of the county in Blue River Township, where rivers provided power for mills and allowed for shipping goods on flat boats. However, Franklin, which was located further north and closer to the center of the county, was chosen as the county seat in 1823. Despite some industrial growth in the larger towns of Edinburgh and Greenwood, the county remained primarily agricultural into the mid-twentieth century (HLFI 1985). Jacob Smock and the Brewer family settled on the location of Greenwood ca. 1824. The town grew to a population of 300 and incorporated in 1864. The town, located on a railroad line, was the site of an important canning factory (Zeigler 1994).

During the lead up to American involvement in World War II, Indianapolis' manufactories retooled to meet wartime industrial needs (HLFI 1991). By 1941, 70 firms in the city had contracts worth \$600 million, which elevated Indianapolis into the top 10 American cities in war manufacturing. These firms made aircraft engines, propellers, gears, chains, and other needed supplies to boost the war effort. Many of the workers—up to one-third—in these factories were women who filled jobs made available by a shortage of men created by war-time enlistments. One of the results of these efforts was a growing economy, which enabled housing construction and neighborhood development to resume. An estimated 9,000 new houses constructed between 1940

and 1942 helped to relieve a housing shortage caused in part by the influx of new residents who arrived in Indianapolis to take advantage of the newly available factory jobs (Hulse 1994). World War II helped Indianapolis grow as it also became more modern, more industrial, and more diverse. As a result, after the war, the servicemen who returned found the city prosperous and growing rapidly (HLFI 1991).

The end of World War II brought prosperity to the United States, and at last the pent-up demand for housing could be met. Beginning in 1946, there was a boom in single-family residential construction that coincided with increased suburbanization. Nationwide more than 13 million houses were built between 1945 and 1954; a majority of these houses were built in the suburbs (Pettis et al. 2012). Suburban expansion in the mid-twentieth century was also fueled by the post-war “Baby Boom,” the 19-year period from 1946 to 1964 when approximately 79 million babies were born to the returning G.I.s and their wives. This Baby Boom created a demand not only for new homes, but for all manner of consumer products, including automobiles.

The end of World War II brought mortgage support for veterans in the form of the Servicemen’s Readjustment Act of 1944 (best known as the G.I. Bill). These government-guaranteed mortgage loans enabled the returning servicemen and their families to build new homes in the suburbs. By 1946, almost 41 percent of houses built in the U.S. were built with so-called Veteran’s Administration (VA) mortgages (Pettis et al. 2012). The VA program was administered by the Federal Housing Administration (FHA), which also had a program that provided privately financed mortgages for both homes and housing development. The FHA favored new construction rather than repair or renovation of existing houses and through its policies encouraged new suburban development (Pettis et al. 2012). These policies also resulted in racial segregation that restricted the ability of African Americans, among other ethnic groups, to move to the developing suburbs (Pettis et al. 2012). Indianapolis was no exception; during the 1950s, for example, nearly 52,000 new housing units were built in the city, followed by an additional 45,000 units between 1960 and 1970 (Hulse 1994).

The improvement of existing roads beginning in the 1950s, including Madison Avenue, South Meridian, SR 37, and US 31, and the construction of I-465 and I-65 made commuter travel easier between Perry Township and downtown Indianapolis. This in turn spurred the growth of residential subdivisions in the 1950s, 1960s, and 1970s. The township’s population nearly tripled between 1950 and 1970, from 25,000 to 74,000 (Donnelly 1994). In 1960, Greenwood became a

5<sup>th</sup> class city and had attained a population of 7,200. The creation of consolidated city-county government in 1970 and court-ordered desegregation of the Indianapolis schools in 1973 led to an exodus of residents out of Marion County and into Johnson County in the following years. Builders throughout the 1970s averaged 400 new home starts per year in Greenwood. By 1990, Greenwood encompassed approximately 10 square miles and had a population of 26,265 (Zeigler 1994). The construction of the Greenwood Mall in the 1970s also spurred development along the US 31 corridor (HLFI 1985).

## METHODS

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

Notwithstanding DHPA's amendment of IHSSI methodology, INDOT still requires all Contributing properties within a proposed project's APE to be surveyed and documented by a qualified professional (QP) historian. However, in recognition of the change to IHSSI methodology, Contributing-rated properties that are located outside of a historic district will not receive an individual NRHP-eligibility evaluation within the text of the HPR. Instead, if such properties are present in the APE, they were documented in a table in Appendix B, which includes photographs. As before, the IHSSI will serve as an aid in rating properties, but the historian will continue to be responsible for confirming or adjusting this rating—using the IHSSI criteria—based on their own fieldwork and research. Likewise, the historian was responsible for identifying previously unsurveyed individual resources and historic districts. With the exception of resources already listed in the NRHP (either individually and/or as part of a historic district), the text of the HPR includes NRHP-eligibility evaluations of all potential historic districts and all properties that the historian has rated Notable or Outstanding, whether previously surveyed or not. The historian who prepared the HPR considered the potential NRHP eligibility of every above-ground resource within the APE. The APE is characterized by residential subdivisions. Research to identify the ages and significance of subdivision in the APE included examination of Marion County subdivision plats online (<https://www.indy.gov/activity/search-real-estate-records-online>) [there is

no equivalent resource for Johnson County], historical aerial photographs online (<https://maps.indy.gov/MapIndy/index.html>) [includes partial coverage along the south side of County Line Road], local newspaper records accessed via [www.newspapers.com](http://www.newspapers.com), and the Multiple Property Documentation nomination form for Residential Planning and Development in Indiana, 1940–1973 (Higgins 2017).

## FIELDWORK

The architectural history fieldwork was conducted using methods consistent with National Park Service (NPS) guidelines (Derry et al. 1977) and undertaken by a QP historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, in February and March 2021. The QP historian surveyed the APE to identify all resources built by 1973 to ensure that all above-ground resources that would be 50 years of age by the date of project letting, anticipated to be 2023, were included. The age of the above-ground resources was determined by visual inspection and the information gathered as part of the literature review. The APE extended from west of SR 37 in the west to east of SR 135/Meridian Street in the east, with a width of one or two parcels in most locations and deeper at intersections. In February 2021, the QP historian walked the APE to identify, photograph, and record field notes for each above-ground resource; additional photographs were taken in March 2021. The field survey was conducted from the public right-of-way. Photographs were taken of representative views and streetscape photographs within the historic districts. The QP historian made notes of the physical characteristics of the above-ground resources.

As a result of the fieldwork, 18 individual above-ground resources built before 1973 were documented for the first time (Table 1). Ranch houses are very common in the APE; such houses only received a Contributing rating and were included in Table 1 if they had a very high level of integrity compared to the others in the APE. Most pre-World War II houses surviving in the APE are significantly altered with additions and replacement materials (see Photographs 12 and 19 for examples). In addition, five subdivisions platted before 1973 were identified in the APE. These properties are discussed in more detail in the *NRHP Determination of Eligibility* section of this report.

## **NRHP DETERMINATIONS OF ELIGIBILITY**

Following identification and research of above-ground resources built before 1973 in the APE, the QP historian evaluated each resource for NRHP eligibility. All properties in the APE were 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, properties were evaluated under NRHP Criteria A, B, and C for their architectural and/or historical significance, while Criterion D was not applied as part of this assessment as the properties do not have the potential to yield significant information.

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 one of the Criteria Considerations.

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.

## HISTORIC DISTRICTS EVALUATED FOR ELIGIBILITY FOR LISTING IN THE NRHP

### Richards and Landers Mount Pleasant Subdivision

**Description:** Richards and Landers Mount Pleasant Subdivision (ca. 1948) 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 Mount Pleasant South Street in the south (Figure 3, Sheets 1 and 2). The subdivision has approximately 160 lots. The lots between Bluff Road and Mount 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 grid. The vast majority of the houses are ranch houses, but a few examples of the American Small House type are scattered throughout the subdivision (Photographs 2–5). A sampling of construction dates examined through the Johnson County GIS website (<https://beacon.schneidercorp.com/Application.aspx?AppID=129&LayerID=1554&PageTypeID=1&PageID=939>) suggests that the majority of the houses were constructed between 1950 and 1960, although some date as early as 1948 and some as late as 1977. Commercial properties are located at the intersection of County Line Road and Bluff Street.



Richards and Landers Mount Pleasant Subdivision

**NRHP Evaluation/Justification:** Johnson County does not have subdivision plat records accessible via the internet, so the original date and layout of the plat is unavailable for this evaluation. The earliest newspaper reference to Richards and Landers Mount 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 Mount Pleasant North Street; most of the south side of the latter road was not built on. Houses also were present between Mount 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).

*Criterion A:* The Richards and Landers Mount Pleasant Subdivision 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. Research identified little historical information about this subdivision. Given its period of development and its rural location at the time, it is not clear why Richards and Landers platted a subdivision at this site so far from other developments or a community core, although its proximity to SR 37 would have provided access to downtown Indianapolis. Given its late 1940s origin, its rectangular grid plat, and the lack of uniformity in house design and setback, the subdivision can be classified as a Transitional Development type. However, as noted, this subdivision was not located adjacent to an established community or existing area of residential development. While it was the first post-World War II subdivision in the vicinity, no evidence was found to show that Richards and Landers Mount Pleasant Subdivision drew later residential development to the area or spurred the building of associated development, such as schools, churches, or commercial districts. No information was found to indicate that Richards or Landers developed other subdivisions. The Richards and Landers Mount Pleasant Subdivision is recommended as not significant under Criterion A.

*Criterion B:* No evidence was found to show that the Richards and Landers Mount Pleasant Subdivision is associated with a person or people important in history, and the subdivision is recommended as not significant under Criterion B.

*Criterion C:* The Richards and Landers Mount Pleasant Subdivision has a simple rectangular grid plan and does not reflect the design principles advocated by the FHA. The houses

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

The Richards and Landers Mount Pleasant Subdivision is recommended as not eligible for inclusion in the NRHP.

### **Glenns Valley Addition**

**Description:** The Glenns Valley Addition subdivision consists of 23 houses located along Morris Road and County Line Road (Figure 3, Sheets 1 and 2). Morris Road is a loop that connects on either end to County Line Road. The houses include a mix of ranch houses and split level houses (Photographs 6 and 7). The eastern half of the subdivision is on a ridge top and higher in elevation than the rest. The subdivision has no curbs or sidewalks, and some of the houses have gravel driveways. There is no common landscaping design or common amenities. A house in the northeastern corner of the subdivision is located on a consolidation of three of the original lots and has received extensive additions (Photograph 8).



Glenns Valley Addition

**NRHP Evaluation/Justification:** The Marion County Plan Commission approved the plat of the Glenns Valley Addition subdivision in 1953, which consisted of a single loop road connecting to County Line Road at both ends. The plat included lots along County Line Road in the south and along both sides of Morris Road to the north, east, and west, for a total of 24 lots.

The plat is signed by Lewis and Esther Morris (Marion County Recorder's Office 2021). The present lot layout does not entirely match the recorded plat: three lots in the northeastern corner of the subdivision have been consolidated into a single lot, and three original lots in the northwestern corner of the subdivision have been split to form four lots. A 1956 aerial photograph shows five houses constructed within the subdivision (MapIndy 2021). By 1962, there were houses on 15 of the lots (MapIndy 2021). A 1966 aerial photograph shows 20 houses in the subdivision (MapIndy 2021). Given its slow build out and the lack of uniformity of the houses, the Glenns Valley Addition subdivision can be classified as a Custom Development type of subdivision.

*Criterion A:* The Glenns Valley Addition subdivision is not directly associated with a particular theme or trend important in the local context of post-World War II suburban development in Marion County and does not have significance in the areas of Community Planning and Development or Social History. This subdivision was not the earliest along West County Line Road and contributed little to spurring further residential growth in the area, most of which would not occur until the late 1960s and after. No evidence was found to suggest that the subdivision is associated with the provision of veterans' housing or economical housing of the readjustment era. The subdivision does not display evidence of innovative practices or methods. No information was found to identify Lewis and Esther Morris as important developers. The Glenns Valley Addition subdivision is recommended as not significant under Criterion A.

*Criterion B:* No evidence was found to show that the Glenns Valley Addition subdivision is associated with a person or people important in history, and the subdivision is recommended as not significant under Criterion B.

*Criterion C:* The Glenns Valley Addition subdivision does not have an innovative design, does not incorporate the natural topography into its design, and has been altered somewhat from its original plat with some lots consolidated and others split. With only a single, relatively short road located off County Line Road, the subdivision has little opportunity to display the principles of FHA design. The houses in the subdivision are unremarkable examples of ranches and split levels. The subdivision lacks integrity of design due to the lot changes, but retains its integrity of location, setting, materials, workmanship, feeling, and association. The Glenns Valley Addition subdivision is recommended as not significant under Criterion C.

The Glenns Valley Addition subdivision is recommended as not eligible for inclusion in the NRHP.

## Ridge Hill Trails

**Description:** Ridge Hill Trails is located in Marion County east of Morgantown Road (Figure 3, Sheets 2 and 3). Ridge Hill Trails is a Custom Development subdivision platted in five sections beginning in 1969. The road network connects to County Line Road in the south and Morgantown Road in the west. The road network is curvilinear and includes loop roads and cul-de-sacs. The streets have concrete curbs, and there are no sidewalks. Most intersections within the subdivision have a free-standing electric street light at one corner. Electrical and telephone lines are buried, so the subdivision has no telephone poles or suspended power lines. Much of the east half of the subdivision is laid out on a ridge top, although only a small portion of the street plan makes use of the natural contours; the remainder of the subdivision is located on mostly level terrain. The lots in Section 1 in the southeastern corner of the subdivision are noticeably larger than those elsewhere in the subdivision, and the houses have a less uniform setback and orientation to the road. The subdivision contains approximately 216 houses. Most of the houses are ranches, including examples of the linear, massed, half-courtyard, courtyard, and rambler subtypes, but examples are also present of split level, massed two-story, neo-Tudor, and builder modern houses (Photographs 13–16).



Ridge Hill Trails

**NRHP Evaluation/Justification:** A surveyor and a notary public signed the plat of Section 1 of the Ridge Hill Trails subdivision (called Ridge Hills Subdivision on the plat) in 1969. Henry

Scheid and William Van Hoy, Jr., signed as the owners of the platted land. The plat includes a number of covenants, including that no building shall be constructed until an architectural control committee had approved the plan and specifications and that houses have a minimum square feet of living area. The plat includes Ridge Hill Drive between County Line Road and the north side of Ridge Hill Avenue, the loop of Hunting Drive connecting at both ends to Ridge Hill Drive, and Ridge Hill Avenue to what is now the west side of Hunting Trail. The plat includes a total of 28 lots (Marion County Recorder's Office 2021).

Scheid and Van Hoy, Jr., signed the plat of Section 2 (now called Ridge Hill Trails) in 1970, and the Marion County Division of Planning and Zoning signed off on the plat in 1971. Section 2 continued Ridge Hill Drive and Hunting Trail to the north to connect to cross streets Towe String Road and Ridge Hill Lane. The subdivision included lots 29 through 71 (Marion County Recorder's Office 2021). Scheid and Van Hoy, Jr., signed the plat of Section 3 in 1972, and the Marion County Division of Planning and Zoning signed off on the plat in 1973. Section 3 is directly west of Section 2 and extends west along Winding Ridge Road to Morgantown Road. Section 3 brought the total number of lots up to 143. For reasons that are unclear, the plat was refiled and approved again by Marion County in 1974 with no noticeable changes in the layout (Marion County Recorder's Office 2021). Ridge Hill Trails Section 4 is west of Section 1 and south of Section 3 and increases the number of lots to 188. The Marion County Division of Planning and Zoning signed off on the plat in 1975 (Marion County Recorder's Office 2021). Ridge Hill Trails Section 5 is west of Section 4 and south of Section 3 and brings the number of lots up to 216. The Marion County Division of Planning and Zoning signed off on the plat in 1975 (Marion County Recorder's Office 2021).

A search of newspapers did not find references to Henry Scheid or William Van Hoy, Jr., as builders or developers prior to Ridge Hill Trails. Newspaper classified advertisements for lots in Ridge Hill Trails appeared as early as March 1969 (*Indianapolis Star* 1969a). In August 1969, the *Indianapolis Star* ran an advertisement from the Pennington Company, realtors, illustrating a custom home built by Gene Biehl and Henry Scheid (*Indianapolis Star* 1969b). Both advertisements and classifieds continued to tout lots or houses in Section 1 of Ridge Hill Trails into 1971. The Home and Garden section of the *Indianapolis Star* profiled another house built by Gene Biehl in March 1971 (*Indianapolis Star* 1971b). Advertisements promoting Section 2 began to appear in February 1971 (*Indianapolis Star* 1971a). The Section 2 lots were advertised as a half-

acre compared to the one acre or larger lots advertised in Section 1. An advertisement in May 1971 listed the following builders as constructing custom houses in Ridge Hill Trails: William R. Toller, Henry Scheid, William Van Hoy, Miller & Dickey, and Gene Biehl (*Indianapolis Star* 1971c).

Despite copious advertising, Sections 1 and 2 of the subdivision were not built out quickly. A 1972 aerial photograph shows Sections 1 and 2 of the subdivision. Section 1 contained only 16 houses at this time, with approximately nine more in Section 2 (MapIndy 2021). A 1978 aerial photograph shows the complete subdivision and an almost full build out of the lots (MapIndy 2021).

*Criterion A:* The Ridge Hill Trails subdivision is not directly associated with a particular theme or trend important in the local context of post-World War II suburban development in Marion County and does not have significance in the areas of Community Planning and Development or Social History. The subdivision is one of many platted in southern Marion County and northern Johnson County in the late 1960s and 1970s as residential development reached the area as it spread southward from Indianapolis. Its developers, Scheid and Van Hoy, Jr., do not have a portfolio of other contemporary subdivision projects to provide comparisons to Ridge Hill Trails. Three of the five plats that make up the subdivision are less than 50 years of age, and the majority of the houses were not constructed until between 1972 and 1978. Section 1 of the subdivision has larger lots and partially makes more creative use of the topography in its layout, providing it with an appreciably more rustic feel and more impressive landscaping than the later portions of the subdivision, but the road network in Section 1 is thoroughly intertwined with the road networks in Sections 2 and 4, and Section 1 cannot be separated out as a distinct entity independent of the rest of the subdivision. The Ridge Hill Trails subdivision is recommended as not significant under Criterion A.

*Criterion B:* No evidence was found to show that the Ridge Hill Trails subdivision is associated with a person or people important in history, and the subdivision is recommended as not significant under Criterion B.

*Criterion C:* The Ridge Hill Trails subdivision displays many of the principles of FHA design, including a curvilinear layout with long blocks of housing, cul-de-sacs and loop roads to minimize through traffic, and consistent setbacks and lot widths at least in the later sections. However, the subdivision is a late example for the period, with other examples already built up in southern Marion and northern Johnson counties by the time construction in Ridge Hill Trails began

in earnest in 1972. The houses in the subdivision, while custom built, are not architect-designed and are generally of common builder types without notable distinction in their architectural design. The subdivision retains its integrity with no noticeable modern infill or demolitions or street layout changes. The Ridge Hill Trails subdivision is recommended as not significant under Criterion C.

The Ridge Hill Trails subdivision is recommended as not eligible for inclusion in the NRHP.

### **Carefree**

**Description:** The Carefree subdivision is located in Johnson County south of County Line Road (Figure 3, Sheet 5). There were 20 separately numbered sections added to the subdivision over time. These extend 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. Section 20 is a cul-de-sac off County Line Road that is isolated from the rest of the subdivision. As this section is isolated and was not developed until the late 1970s, it is excluded from the remainder of this evaluation.

The roads in the Carefree subdivision are curvilinear and feature many loop roads and cul-de-sacs. Leisure Lane is the only arterial road continuous from County Line Road to Fairview Road. The roads have concrete curbs, and there are no sidewalks. A recreation center is located at the northern end of the subdivision south of County Line Road (Photograph 31). The recreation center includes a clubhouse, swimming pool, basketball courts, tennis courts, and a playground. 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 32–37). Houses were constructed by a variety of builders in a variety of house types making Carefree an example of a Custom Development.



Carefree subdivision

**NRHP Evaluation/Justification:** 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. The planned first section, called Carefree South, would extend south of Fairview Road and eventually contain 124 lots. Carefree North would include 460 lots extending from Fairview Road to County Line Road. 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, with several house models expected to be open by July 15. 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). Later that month, the Greenwood City Council approved a contract to extend sanitation sewers to the proposed subdivision (*Daily Journal* 1967b).

Johnson County was granting building permits in Carefree North by at least October 1968 (*Daily Journal* 1968). Many advertisements for new houses in Carefree North from a variety of realty and construction companies appeared in the *Indianapolis Star* and the *Indianapolis News* from 1969 through 1972.

Robert Yeager appeared in advertisements as a builder as early as 1951 (*Indianapolis News* 1951). His first subdivision development was announced in 1954, a planned 76-house development called Southdowns in Marion County (*Indianapolis Star* 1954). 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 (*Franklin Evening Star* 1960; *Indianapolis Star* 1960). The development was to include more than 700 houses, apartments, a site for a school, and land for a shopping center and other commercial uses. Multiple houses had been completed in the first section of Winchester Village by February 1961 (*Indianapolis Star* 1961). Yeager also was a developer of Carriage Estates, located a short distance west of Winchester Village along US 31 (*Indianapolis Star* 1962). In 1965, Yeager and Walter Justus announced a planned development north of Greenwood in Marion County that would include a shopping center, a 504-apartment senior housing center, other apartment buildings, a tract of professional offices, and a 40-acre industrial park (*Indianapolis News* 1965; *Indianapolis Star* 1965). Yeager and Wayne Copenhaver developed the Colonial Meadows development on the west side of Greenwood in 1966 (*Indianapolis News* 1966a). Colonial Meadows was a 71-acre site planned for 148 houses (*Indianapolis News* 1966b).

*Criterion A:* The Carefree subdivision 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 subdivision is one of many platted in southern Marion County and northern Johnson County in the late 1960s and 1970s as residential development reached the area as it spread southward from Indianapolis. Developer Robert Yeager had created earlier and larger subdivisions, including mixed-used Planned Developments, in the vicinity of Greenwood. No evidence was found to show that the creation of the Carefree Subdivision spurred other development in the vicinity; indeed, the subdivision was part of an on-going trend that was already underway. The subdivision is recommended as not significant under Criterion A.

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

*Criterion C:* The Carefree subdivision displays many of the principles of FHA design, including a curvilinear layout with long blocks of housing, cul-de-sacs and loop roads to minimize through traffic, and consistent setbacks and lot widths, at least in the later sections. However, the subdivision is a late example for the period, with other examples already built up in southern Marion and northern Johnson counties by the time construction began in the late 1960s. The houses

in the subdivision, while custom built, are not architect-designed and are generally of common builder types without notable distinction in their architectural design. The subdivision retains its integrity with no noticeable modern infill or demolitions or street layout changes. The Carefree subdivision is recommended as not significant under Criterion C.

The Carefree subdivision is recommended as not eligible for inclusion in the NRHP.

### **Meridian Park**

**Description:** The Meridian Park subdivision consists of five ranch houses located along the west side of Illinois Street, a short cul-de-sac road north of County Line Road (Figure 3, Sheet 6; Photograph 40). Commercial retail buildings and parking lots occupy the remainder of the subdivision east of Illinois Street (Photograph 41).



Meridian Park

**NRHP Evaluation/Justification:** The Marion County Plan Commission approved the plat of Meridian Park in 1956. The plat was located along both sides of Illinois Street north of County Line Road, terminating in a cul-de-sac, and along the west side of Meridian Street north of County Line Road. The plat included seven lots along each side of Illinois Street and five lots and a larger plot called Block A along SR 135/Meridian Street. Block A was equivalent to two lots and was located in the northwest quadrant of the intersection of County Line Road and SR 135/Meridian Street (Marion County Recorder's Office 2021). A 1962 aerial photograph only shows houses along the west side of Illinois Street, and a commercial property is located on Block A (MapIndy

2021). A 1972 aerial photograph shows commercial properties occupying the land between Illinois Street and SR 135/Meridian Street (MapIndy 2021).

*Criterion A:* Most of the Meridian Park subdivision never developed into residential use as two-thirds of the plat was incorporated into commercial land use as the intersection of SR 135/Meridian Street and County Line Road emerged as a shopping district. Because of its lack of full development as a residential subdivision, Meridian Park does not have important associations with the themes of Community Planning and Development or Social History. The Meridian Park subdivision is recommended as not significant under Criterion A.

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

*Criterion C:* The Meridian Park subdivision is a simple one-road cul-de-sac and does not have a plat with a notable design and has not developed landscaping or ancillary features of significance. The houses are unremarkable ranch houses of no significant design. Most of the plat has been altered through the development of commercial properties. The subdivision lacks significance of design, setting, materials, workmanship, and feeling. The Meridian Park subdivision is recommended as not significant under Criterion C.

The Meridian Park subdivision is recommended as not eligible for inclusion in the NRHP.

## CONCLUSIONS

The APE contains no properties listed in the NRHP. As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the NRHP.

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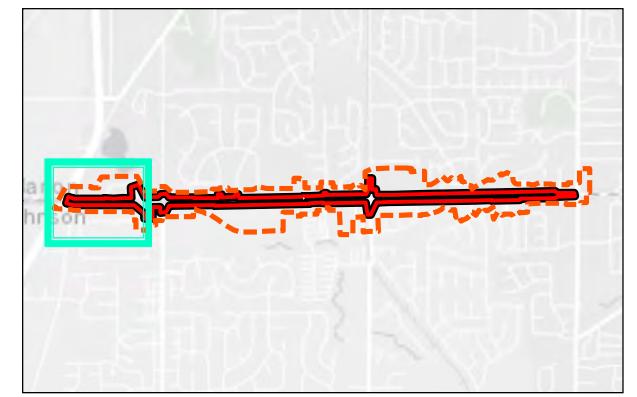
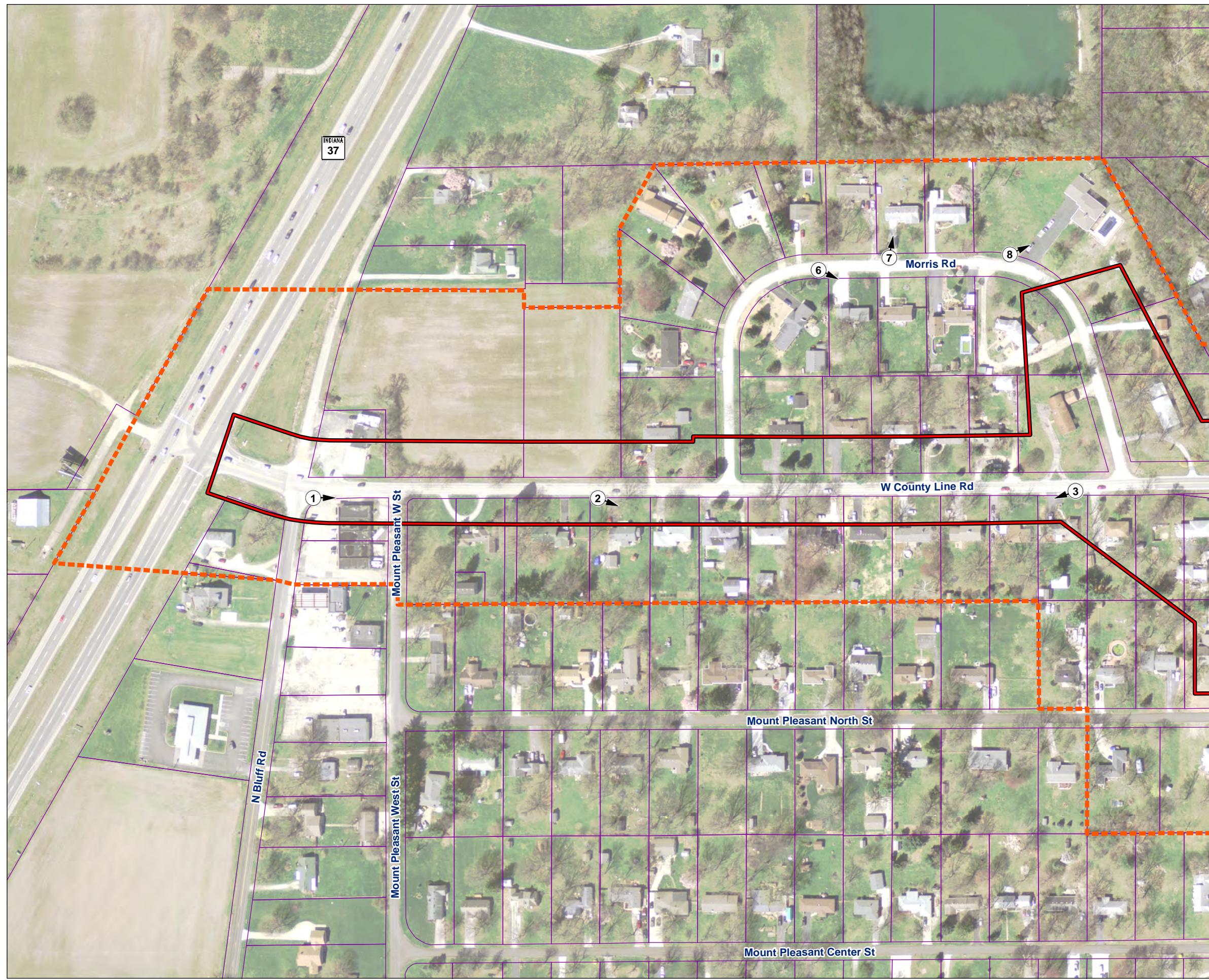
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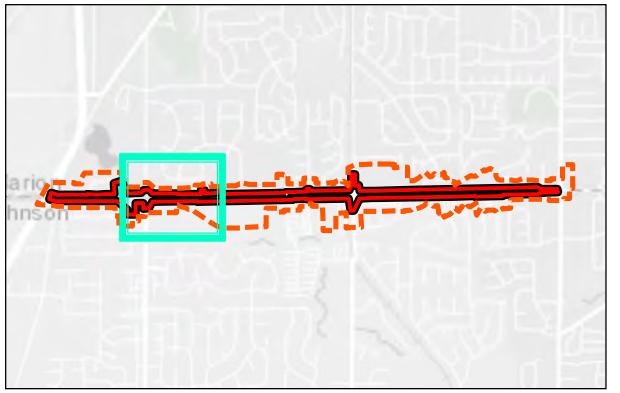
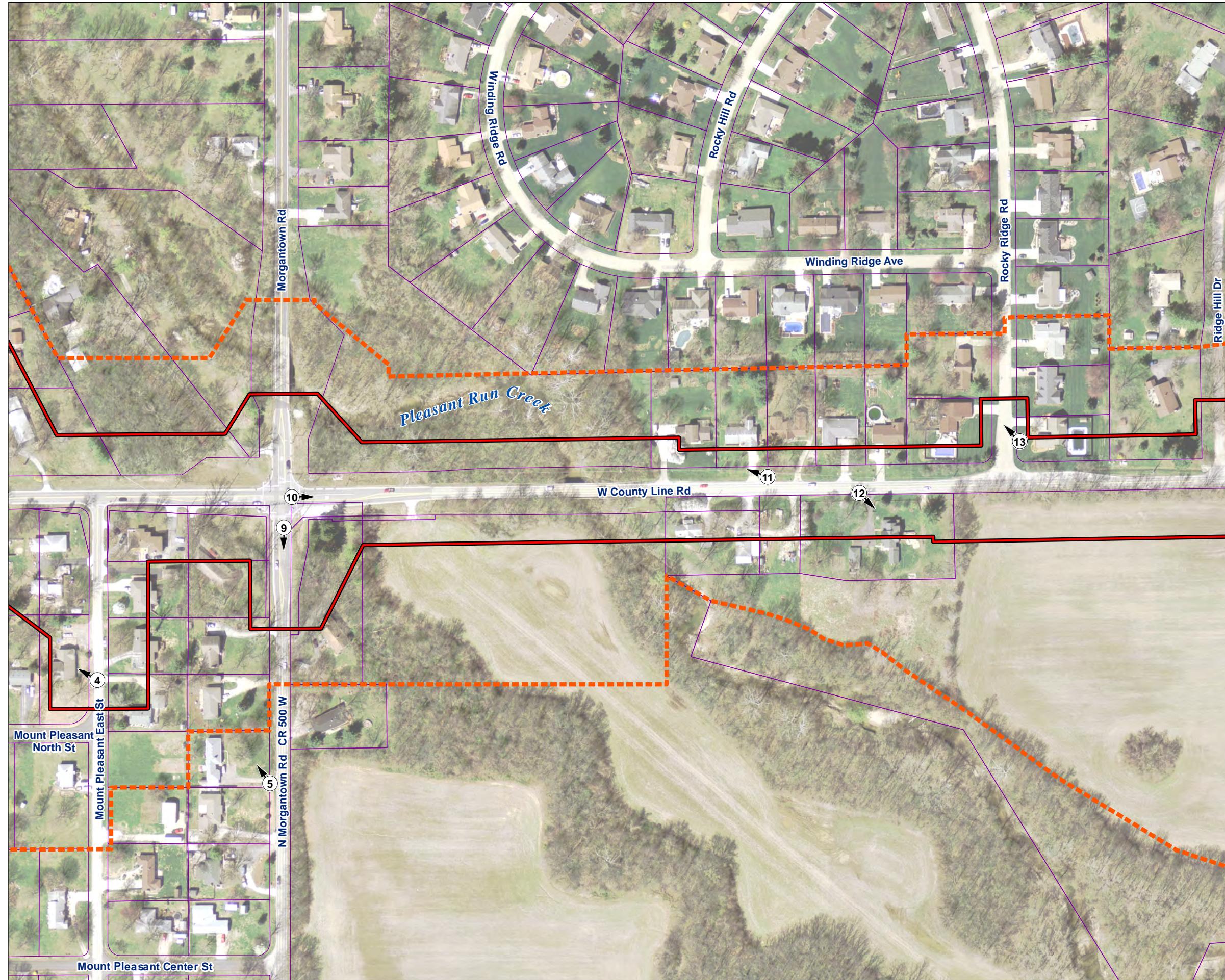
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## **APPENDIX A: PHOTOGRAPHS**





- Project area
- APE
- Parcel boundary
- Photograph location

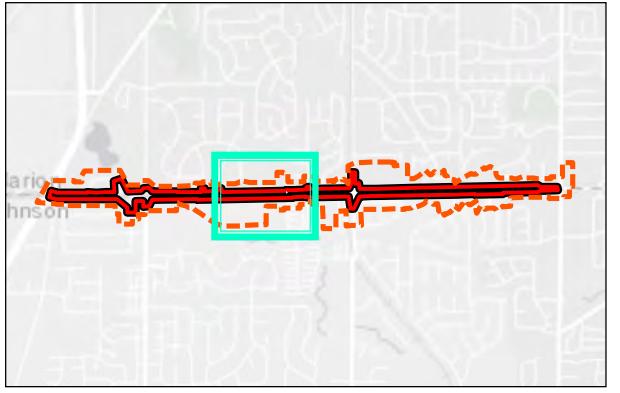
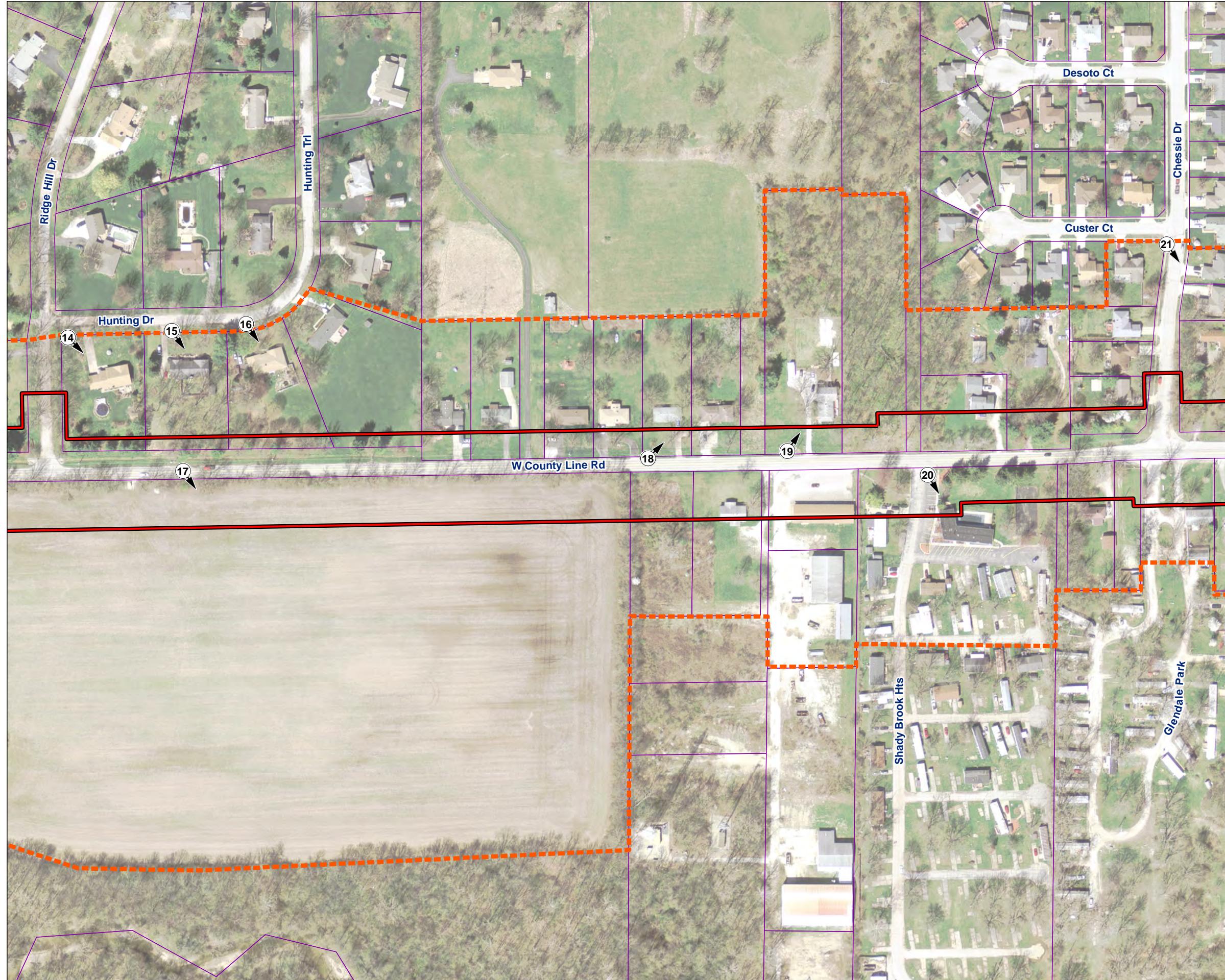
Base: Aerial photograph  
2016



#### Photo key

#### Sheet 2 of 6

Aerial photograph showing the project area, APE, and photograph locations.



- Project area
- APE
- Parcel boundary
- Photograph location

Base: Aerial photograph  
2016

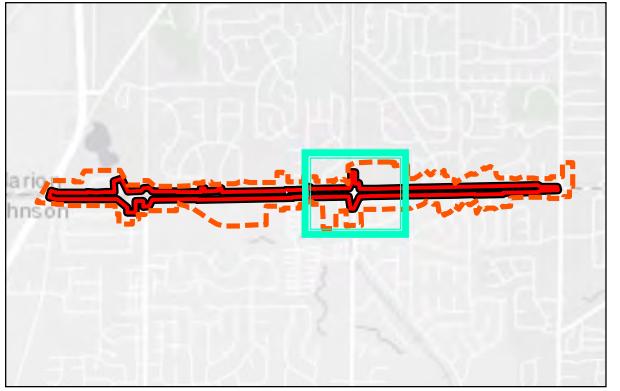
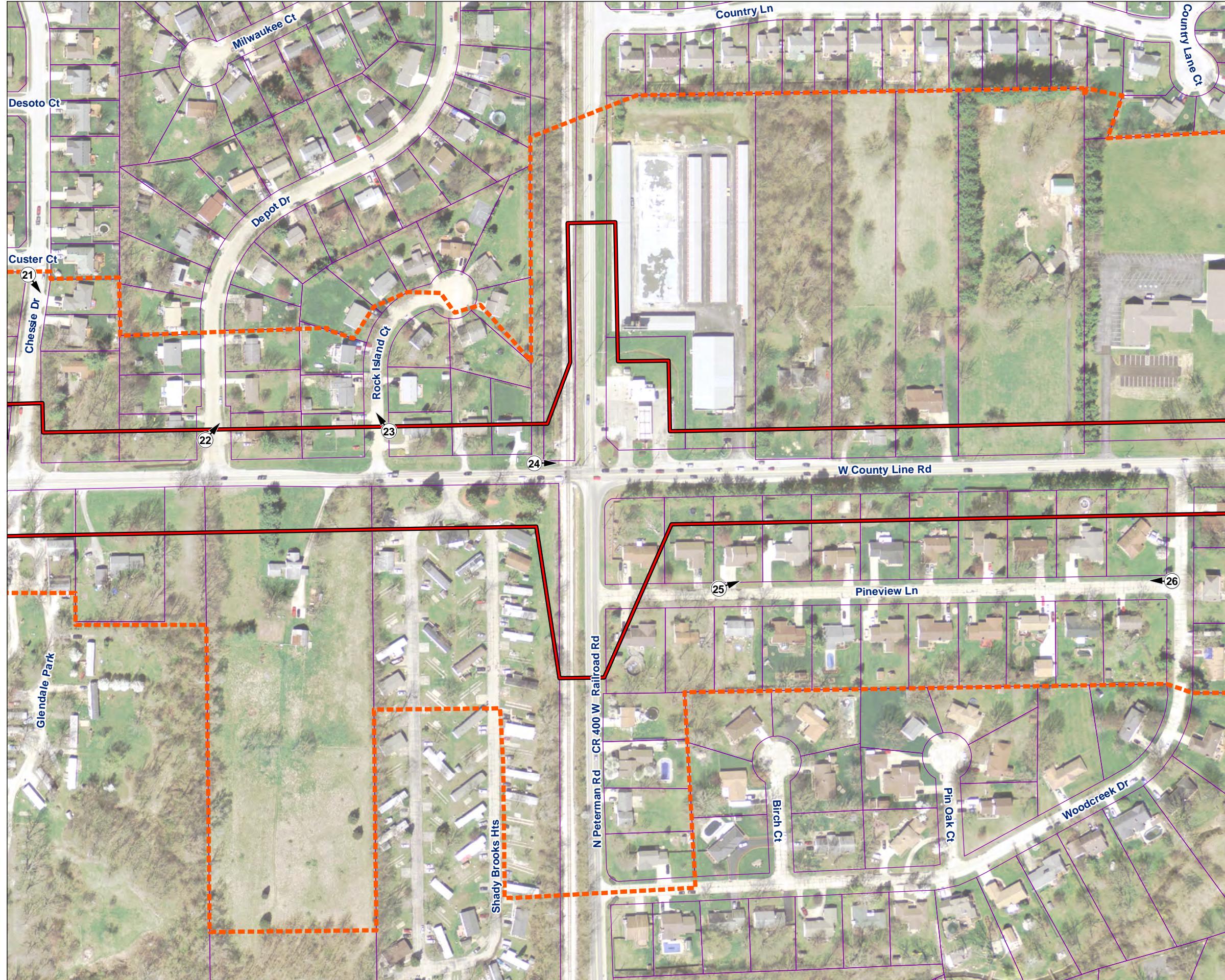


0 20 40 60 80 100 Meters  
0 60 120 180 240 300 Feet

#### Photo key

#### Sheet 3 of 6

Aerial photograph showing the project area, APE, and photograph locations.



- Project area (Red solid line)
- APE (Approved Plan Extension) (Dashed orange line)
- Parcel boundary (Purple line)
- Photograph location (Black arrow pointing to a white circle)

Base: Aerial photograph  
2016

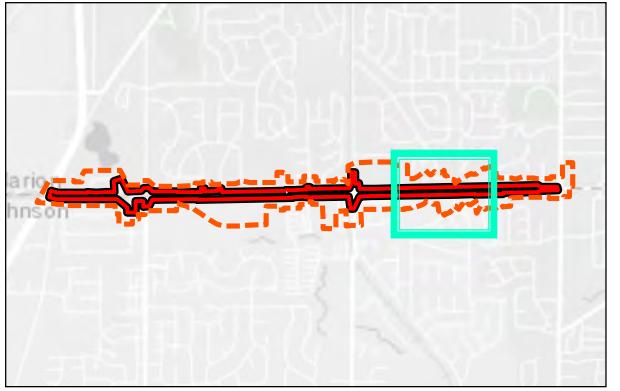


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0 60 120 180 240 300 Feet

#### Photo key

#### Sheet 4 of 6

Aerial photograph showing the project area, APE, and photograph locations.



- Project area (Red rectangle)
- APE (Dashed red line)
- Parcel boundary (Purple lines)
- Photograph location (Numbered arrowheads)

Base: Aerial photograph 2016

0 20 40 60 80 100 Meters

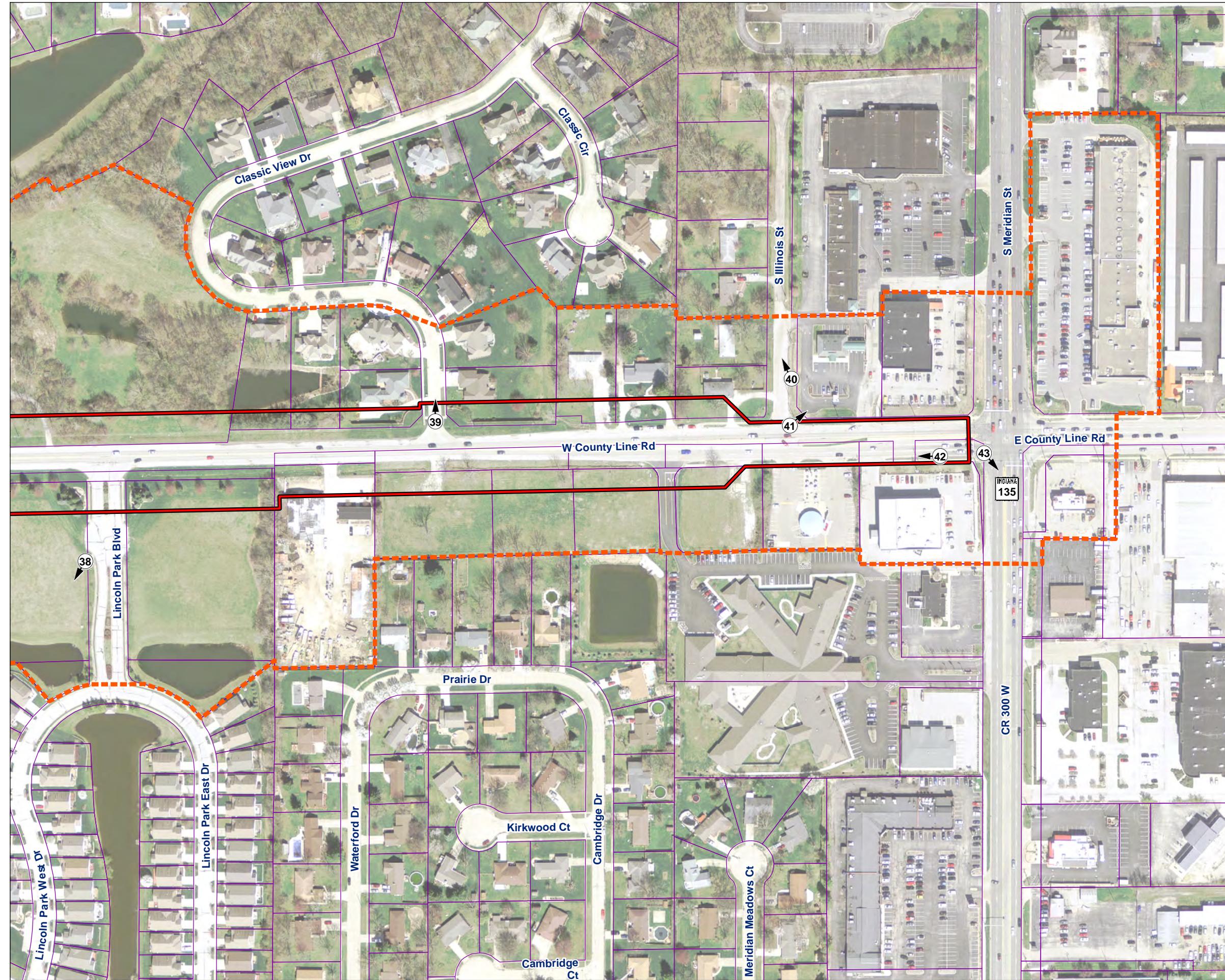
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#### Photo key

Sheet 5 of 6

Aerial photograph showing the project area, APE, and photograph locations.



**Project area**  
**APE**  
**Parcel boundary**  
← **Photograph location**

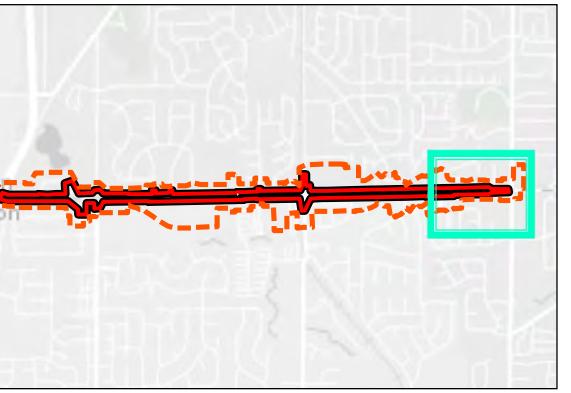
Base: Aerial photograph  
2016



#### Photo key

Sheet 6 of 6

Aerial photograph showing the project area, APE, and photograph locations.





Photograph 1. View looking east and showing County Line Road east of Bluff Road at the western end of the APE.



Photograph 2. View looking southeast and showing typical houses along County Line Road in the Richards and Landers Mount Pleasant Subdivision.



Photograph 3. View looking southwest and showing typical houses along County Line Road in the Richards and Landers Mount Pleasant Subdivision.



Photograph 4. View looking northwest and showing a typical house (1278 Mount Pleasant East Road) along Mount Pleasant East Road in the Richards and Landers Mount Pleasant Subdivision.



Photograph 5. View looking northwest and showing typical houses along Morgantown Road in the Richards and Landers Mount Pleasant Subdivision.



Photograph 6. View looking southeast and showing typical houses along Morris Road in the Glenns Valley Addition subdivision.



Photograph 7. View looking north-northeast and showing a typical house (2304 Morris Road) along Morris Road in the Glenns Valley Addition subdivision.



Photograph 8. View looking northeast and showing an enlarged and altered house (2218 Morris Road) along Morris Road in the Glenns Valley Addition subdivision.



Photograph 9. View looking south and showing Morgantown Road south of County Line Road.



Photograph 10. View looking east and showing County Line Road east of Morgantown Road.



Photograph 11. View looking northwest and showing typical houses (1908 and 1920 County Line Road) along County Line Road.



Photograph 12. View looking southeast and showing an enlarged and altered early twentieth century house (4811 County Line Road) along County Line Road.



Photograph 13. View looking northwest and showing typical houses along Rocky Ridge Road in Section 4 of the Ridge Hill Trails subdivision (This section of the subdivision was platted in 1975).



Photograph 14. View looking southeast and showing a typical house (1635 Hunting Drive) in Section 1 of the Ridge Hill Trails Subdivision.



Photograph 15. View looking southeast and showing a typical house (1625 Hunting Drive) in Section 1 of the Ridge Hill Trails Subdivision.



Photograph 16. View looking southeast and showing a typical house (1615 Hunting Drive) in Section 1 of the Ridge Hill Trails Subdivision.



Photograph 17. View looking southeast and showing a remnant of the agricultural land that once lined County Line Road and now slated for residential development.



Photograph 18. View looking northeast and showing typical houses along County Line Road.



Photograph 19. View looking northeast and showing an enlarged and altered early twentieth century house (1320 County Line Road) along County Line Road.



Photograph 20. View looking southeast and showing a portion of one of the mobile home parks located along County Line Road west of Railroad Road/Peterman Road.



Photograph 21. View looking southeast and showing typical houses along Chessie Drive in The Trails Section 1 Subdivision (1988).



Photograph 22. View looking northeast and showing typical houses along Depot Drive in The Depot Section 1 Subdivision (1980).



Photograph 23. View looking northwest and showing typical houses along Rock Island Court in The Depot Section 1 Subdivision (1980).



Photograph 24. View looking east and showing the intersection of County Line Road with the Indiana Railroad and Railroad Road/Peterman Road.



Photograph 25. View looking northeast and showing typical houses along Pineview Lane in the Whispering Pines Subdivision (ca. 1977).



Photograph 26. View looking west and showing Pineview Lane in the Whispering Pines Subdivision (ca. 1977).



Photograph 27. View looking north and showing typical houses along Royal Meadow Drive in Section 28 of the Hill Valley Estates Subdivision (1974).



Photograph 28. View looking north and showing typical houses along Royal Meadow Drive in Section 28 of the Hill Valley Estates Subdivision (1974).



Photograph 29. View looking south and showing Clubhouse Court in Section 20 of the Carefree Subdivision (ca. 1978).



Photograph 30. View looking north-northeast and showing at typical house (3817 Clubhouse Court) in Section 20 of the Carefree Subdivision (ca. 1978).



Photograph 31. View looking southwest and showing the Carefree Club building (built 1971) in the Carefree Subdivision.



Photograph 32. View looking southwest and showing typical houses along Leisure Lane in the Carefree Subdivision.



Photograph 33. View looking southeast and showing typical houses along Dreamy Street in the Carefree Subdivision.



Photograph 34. View looking northeast and showing a typical house (1107 Leisure Lane) along Leisure Lane in the Carefree Subdivision.



Photograph 35. View looking southeast and showing typical houses along County Line Road in the Carefree Subdivision.



Photograph 36. View looking northeast and showing typical houses along Ramblin Road in the Carefree Addition.



Photograph 37. View looking northwest and showing typical houses along Ramblin Court in the Carefree Subdivision.



Photograph 38. View looking southwest and showing an overview of the Lincoln Park Subdivision (ca. 2000).



Photograph 39. View looking north and showing an overview of the Classic View Estates Subdivision (1988).



Photograph 40. View looking northwest and showing typical houses along South Illinois Street in the Meridian Park Subdivision.



Photograph 41. View looking northeast and showing modern commercial development along West County Line Road in the Meridian Park Subdivision.



Photograph 42. View looking west along County Line Road from SR 135/Meridian Street.



Photograph 43. View looking southeast and showing modern commercial development around the intersection of County Line Road and SR 135/Meridian Street.

## **APPENDIX B: CONTRIBUTING RESOURCES**

Table 2. Contributing-Rated Resources Within the APE.

ASC No.	Photo	Name	Address	Date	Style	NRHP eligibility/integrity issues
01			2326 West County Line Road	1962	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; seems to have some updated windows; two single-hung windows visible.
02			2316 West County Line Road	1956	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; original brick intact; glass windowed garage door; single-hung and three-panel slider windows; garage also has glass block windows.
03			2306 West County Line Road	1954	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; appears to have modern renovations with the siding, shutters, and newer garage; intact double paneled sliding windows.
04			2246 West County Line Road	1954	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; Permastone exterior with three-panel and two-panel slider windows; these windows are newer replacements.

Table 2. Contributing-Rated Resources Within the APE.

ASC No.	Photo	Name	Address	Date	Style	NRHP eligibility/integrity issues
05			2204 West County Line Road	1955	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; newer addition on the side of the house, may have originally been an attached garage; two-panel slider and double-hung replacement windows; Permastone exterior.
06			5279 West County Line Road	1956	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; intact brick exterior; picture window framed by double hung windows and two double-hung windows; garage appears to be original to the dwelling; paneled and windowed garage door.
07			5213 West County Line Road	1954	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; two older double-hung windows on the side, and one three panel slider window on the front; appears to be newer picture window framed by double-hung windows on the front of the house; siding appears to be updated as well.
08			5165 West County Line Road	1955	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; original brick siding is intact; paired double-hung windows and a picture window framed by double-hung windows.

Table 2. Contributing-Rated Resources Within the APE.

ASC No.	Photo	Name	Address	Date	Style	NRHP eligibility/integrity issues
09			5121 West County Line Road	1944	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; windows may be newer; triple-paired double hung windows, and double-hung corner windows around the front of the house; painted brick exterior; updated fluted wood pilasters and decorative pediment framing the front door.
10			1298 Mount Pleasant East Street	1960	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; partially intact original brick and Permastone exterior; several windows have been replaced including two double-hung windows and one bay window; potentially original double-hung window on front of house.
11			1352 West County Line Road	1964	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; slab door with glass panels; intact aluminum picture window flanked by double-hung windows and two double hung windows.
12			3827 West County Line Road	1930	Tudor Revival	<b>Not Eligible:</b> Lacks significance; rare example of a pre-World War II house in APE without major alterations; does not embody distinctive characteristics of the Tudor Revival style; high, cross-gabled roof with central chimney; front gabled dormer with a fixed sash window; original triple-paired, fixed 6/6 windows; arched and windowed batten door; intact brick and stone siding; replaced shingles; rear porch addition constructed ca. 1940.

Table 2. Contributing-Rated Resources Within the APE.

ASC No.	Photo	Name	Address	Date	Style	NRHP eligibility/integrity issues
13			718 West County Line Road	1965	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; intact aluminum two-panel slider windows; aluminum picture window framed by double-hung windows; Original brick siding and window awnings.
14			3823 West County Line Road	1945	Cape Cod	<b>Not Eligible:</b> Lacks significance and integrity; modified Cape Cod style house; side gabled one and a half story house with central chimney; two gabled dormers; replaced double hung and picture windows; side addition built in 1979; replacement vinyl siding and stone veneer; front door, decorative pediment, and window awning appear to be later additions.
15			714 West County Line Road	1945	American Small House	<b>Not Eligible:</b> Lacks significance; not a noteworthy example of the American Small House type; intact brick and stonework siding; has original brick and stone end-wall chimney; replacement double-hung 3-over-1 sash windows; appears to be more recent additions to the side and rear of the house; some siding has been replaced with vinyl.
16			646 West County Line Road	1960	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; original brick veneer and aluminum two-panel slider windows.

Table 2. Contributing-Rated Resources Within the APE.

ASC No.	Photo	Name	Address	Date	Style	NRHP eligibility/integrity issues
17			1201 Leisure Lane	1971	Neo-Colonial Revival	<b>Not Eligible:</b> Lacks significance: less common than ranch houses, but reasonably common as an extension of the pre-World War II Colonial Revival movement; elements of Neo-Colonial Revival can be seen in the colossal square columns and low gabled pediment over the front porch; original brick siding is intact; has a paneled door with decorative glass sidelights; replaced double-hung windows.
18			640 West County Line Road	1960	Ranch	<b>Not Eligible:</b> Lacks significance; numerous examples of ranch houses in vicinity, and this is not a noteworthy example; intact PermaStone siding; slab door with diamond-shaped fixed windows; diamond-paned casement and bay windows; attached garage is original to the house.