

COTTAGE HOME

CONSERVATION AREA PLAN

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION

Cover Illustration: The entry door to 714 Dorman Street, one half of a double house built by the Indianapolis architectural firm of Vonnegut and Bohn.

Historic Area Preservation Plan

Cottage Home Conservation Area
HA-37 (CH)

A PART OF THE
COMPREHENSIVE PLAN
FOR MARION COUNTY, INDIANA

Adopted by the Indianapolis Historic Preservation Commission
July 2, 2008

Adopted by the Metropolitan Development Commission
July 16, 2008

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SPECIAL ACKNOWLEDGEMENTS

The Cottage Home Conservation District Steering Committee would like to thank the following businesses, individuals, and organizations for hosting various public meetings during the development of this plan:

Cannon IV	Sara Olds
Dorman Street Saloon	St. Clair Press
Historic Landmarks Foundation of Indiana	Woodruff Place Civic League
Joan Hostetler	A.R. Young Company
Marian, Inc.	

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INTRODUCTION



*The Kroger Warehouse was built at 1011 E. St. Clair Street in 1929.
The building currently houses Marian, Inc.
(Photograph courtesy of the Cottage Home History and Archives Committee)*

INTRODUCTION

Cottage Home is an historic neighborhood on the near-northeast side of Indianapolis in Center Township. It is primarily a residential neighborhood with some light-industrial, retail, and special uses.

The Cottage Home area was platted between 1865 and 1868 as the Hanna's Heirs' Addition and the Davidson's Heirs' Second Addition. It generally follows the typical grid-layout of Indianapolis, with the exception of several parcels adjacent to Pogue's Run.

Cottage Home is both historically and architecturally significant to Indianapolis - Marion County. The area contains an excellent collection of vernacular dwellings reflective of late-nineteenth century workers' housing. Additionally, a unique collection of residential structures designed by the local architectural firm of Vonnegut and Bohn survive.

German, Irish, and African-American families made their home in the Cottage Home area, finding employment at nearby businesses such as the Black Flour Mill, the Adams and Raymond Veneer Works, and the Ruskaup Grocery and Tavern. Others worked for the Bellefountain "Bee Line" Railway and at the Highland Car Barn.

Cottage Home has long been identified by the Indianapolis Historic Preservation Commission and its staff as an area of local historical significance. A portion of the neighborhood was listed in the National Register of Historic Places in 1990. In 1995, an expanded district was listed in the State Register of Historic Places. Additionally, the IHPC has already designated the Ruskaup-Ratcliffe House and Store at 711 and 715 North Dorman Street as an individual site.

This conservation area plan replaces the previously adopted interim plan, HA-36 (CH); it has been prepared in accordance with the State Statute IC 36-7-11.1 that establishes and empowers the Indianapolis Historic Preservation Commission. After the approval of this plan by the Indianapolis Historic Preservation Commission and its adoption by the Metropolitan Development Commission as part of the Marion County Comprehensive Plan, the provisions and requirements of IC 36-7-11.1 and this plan apply to all property and structures within the delineated area.

CONSERVATION AREA DELINEATION



Proprietors William C. "Clint" Ramsey and wife stand behind the long wood counter in their lunch room, c.1921. The business was located at the corner of 10th Street & Highland Avenue (1149 E. 10th Street) in the one-story brick building that later housed the Ten-High-Brook Tavern.

(Photograph courtesy of Karen Horseman)

BOUNDARY JUSTIFICATION

The Cottage Home Conservation Area is roughly bounded by East Tenth Street to the north, Oriental Street to the east, East Michigan Street to the south, and the CSX Railroad right-of-way to the west. The boundaries are well defined, in part because of the railroad and interstate on the west and the campus of Arsenal Technical High School (formerly the United States Arsenal) to the east.

In 1990, a portion of the neighborhood was listed in the National Register of Historic Places by Historic Landmarks Foundation of Indiana. That district forms a T-shaped pattern about one block in size. It includes twenty-two houses and one commercial building from 1102 to 1130 East St. Clair Street; 802 and 806 N. Highland Avenue; and 702 to 734 North Dorman Street. In 1995, the boundaries were expanded and the remainder of the neighborhood was listed in the State Register of Historic Places. In addition, the Ruskaup-Ratcliffe House and Store at 711 and 715 N. Dorman Street are already locally designated and protected by the Indianapolis Historic Preservation Commission; this plan does not replace the plan for the Ruskaup-Ratcliffe House and Store. The boundaries for this conservation plan are primarily based on the State Register boundaries.

AREA BOUNDARY

The boundary officially designated by this plan is described below and is depicted on the map on page 10.

Beginning at a point at the intersection of the northern curbline of East Michigan Street and the western curbline of Oriental Street, the eastern boundary of the district runs north along the west curbline of Oriental Street for five blocks to the intersection of 10th Street;

The boundary then turns west and runs along the southern curbline of East 10th Street to the intersection of the CSX Railroad right-of-way;

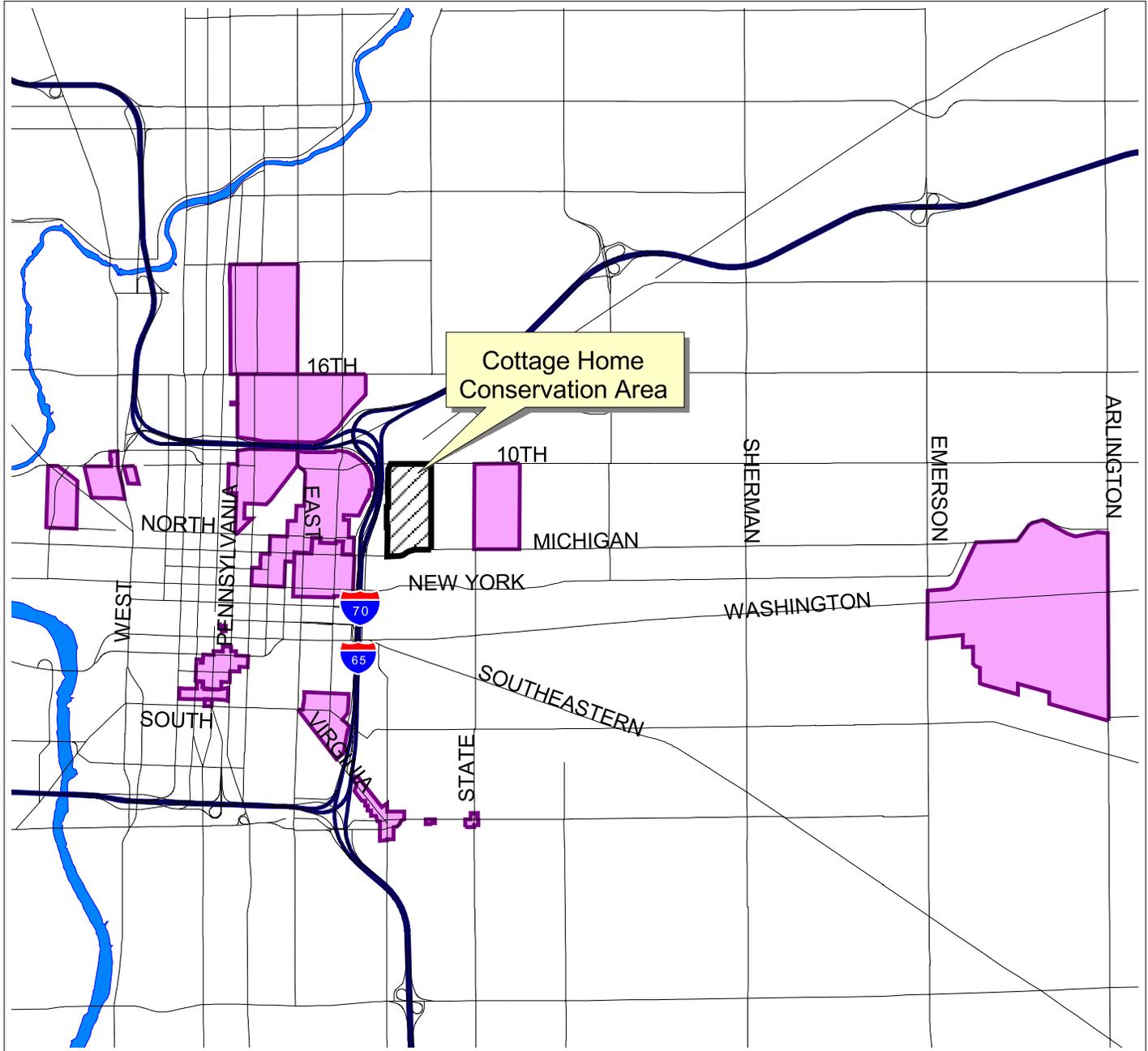
The boundary then turns southward and runs along the eastern edge of the CSX Railroad right-of-way to the intersection of Michigan Street;

The boundary then turns eastward and runs along the northern curbline of East Michigan Street to the intersection of Oriental Street at the point of origin;

Excluding 711 and 715 Dorman Street (the Ruskaup-Ratcliffe House and Store).

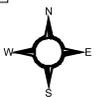
General Location Map

Cottage Home Conservation Area



-  Boundaries
-  Major Streets
-  Interstates
-  Historic Districts-IHPC
-  Rivers

This map does not represent a legal document, it is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or merchantability.



March 23, 2007

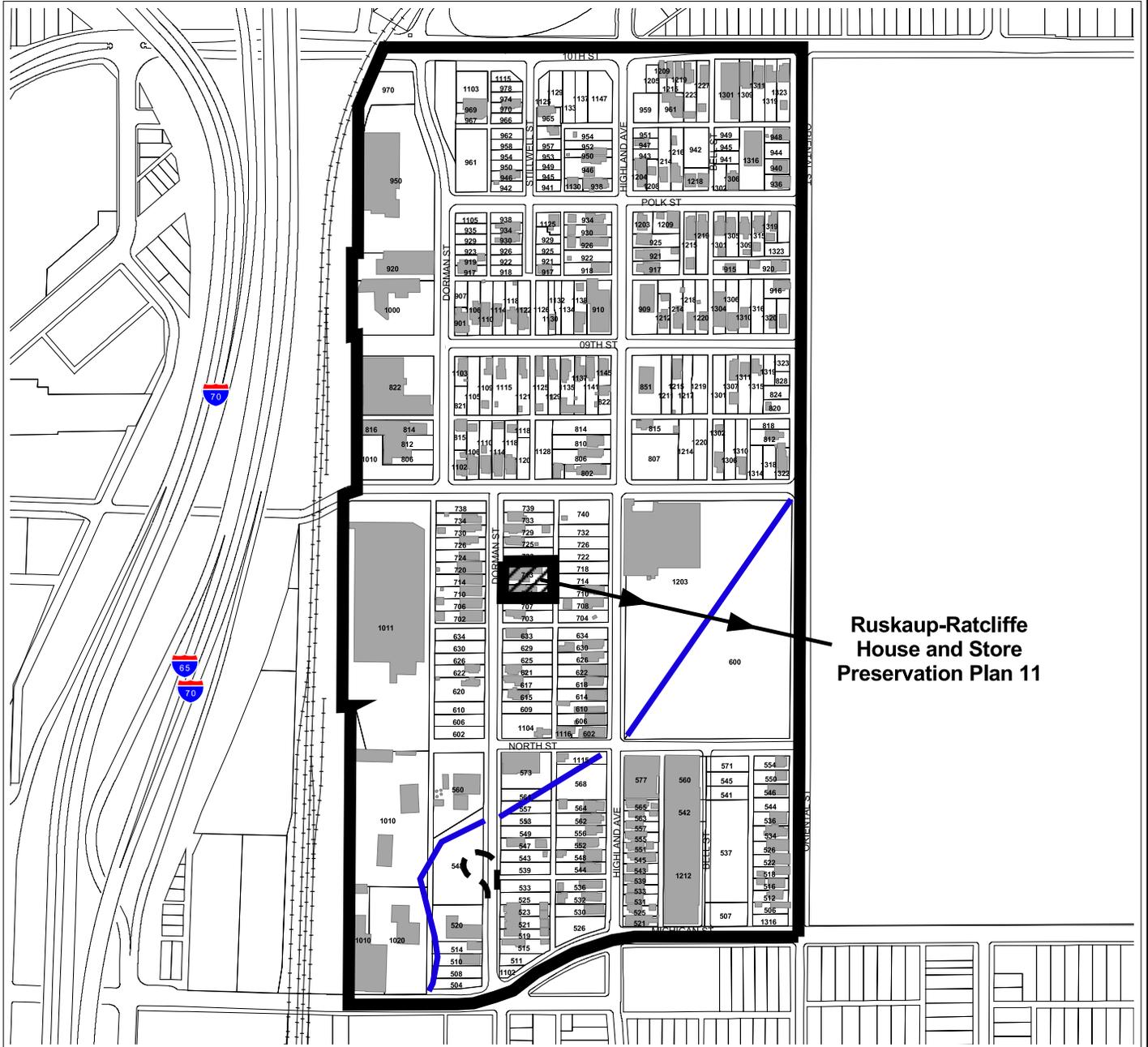
Produced By: The GIS Section

Data Source: The City of Indianapolis
Geographic Information Systems



Cottage Home Conservation Area Boundaries

Indianapolis, Indiana



**Ruskaup-Ratcliffe
House and Store
Preservation Plan 11**

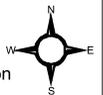
-  Boundaries
-  Ruskaup-Ratcliffe House & Store
-  Proposed Cul-de-sac
-  Pogues Run
-  District Buildings
-  Parcels
-  District Parcels
-  Address Ranges
-  Paved Roads
-  Railroads

May 2008

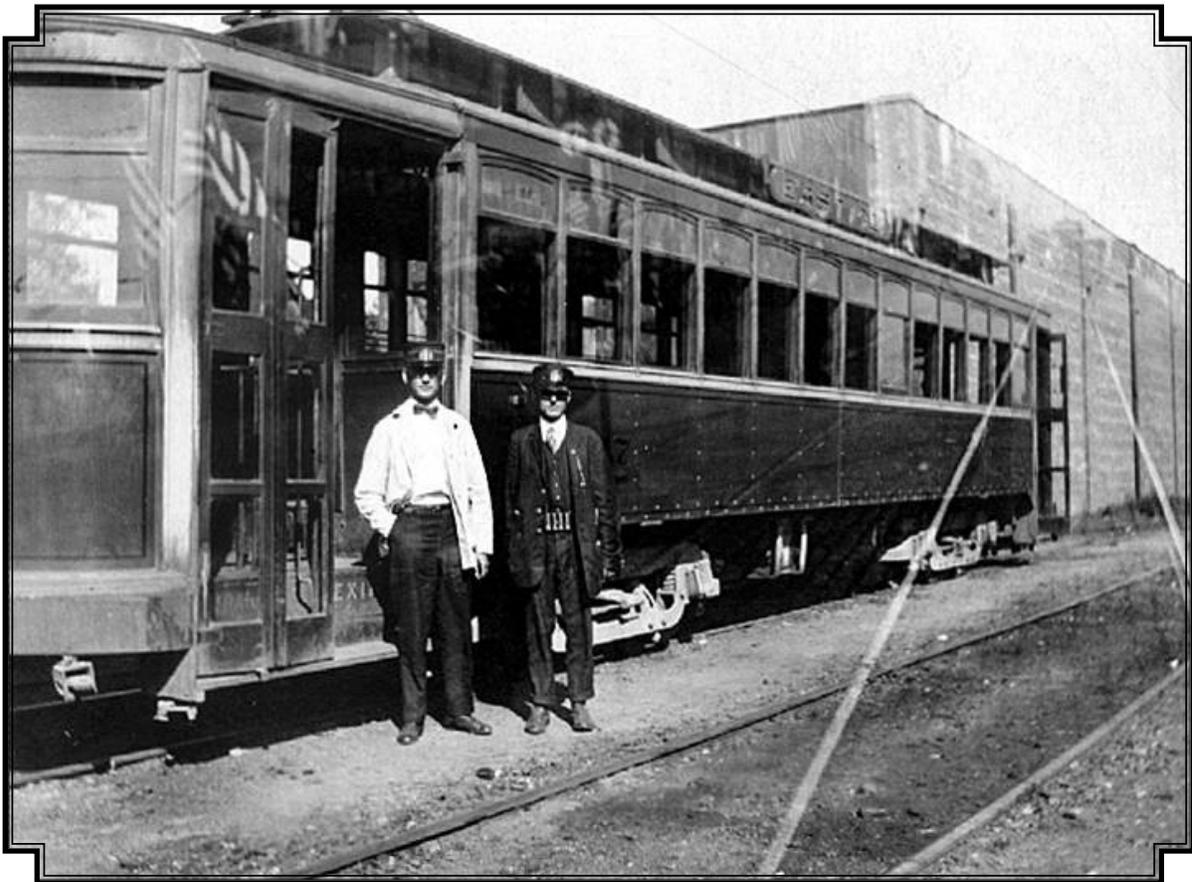
Produced By: Indianapolis Historic Preservation Commission

Data Source: City of Indianapolis Geographic Information Systems

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HISTORICAL & ARCHITECTURAL SIGNIFICANCE



*Trolley workers stand near the Highland Car Barn at 1201 E. St. Clair Street.
The building was constructed in 1914 and 1917 and currently houses Saint Clair Press.
(Photograph courtesy of the Cottage Home History and Archives Committee)*

HISTORICAL SIGNIFICANCE

By Joan E. Hostetler, Historian

Cottage Home is a neighborhood located on the near-east side of Indianapolis. The name “Cottage Home” is derived from a subdivision in the northern part of the neighborhood. When the Cottage Home Neighborhood Association formed in 1984, it adopted the name because of its apt description of the type of houses found throughout the larger district.

History

Prior to the mid-1860s, two prominent Indiana leaders owned the approximately seventy-six acre farmland site now known as the Cottage Home neighborhood.

The land south of St. Clair Street was part of a larger tract owned by Governor Noah Noble (1794-1844), Indiana’s fifth governor. Noble’s farm extended south to Washington Street (the National Road) and west to College Avenue, which was then named Noble Street. Noble’s family lived south of what is now the Cottage Home neighborhood. Noble built a large residence on E. Market Street, while his son-in-law and daughter, Alexander and Catherine (Noble) Davidson, lived on the knoll now known as Highland Park.¹ Although undocumented, several older residents recalled that this portion of Noble’s farm contained orchards.²

The thirty-seven acres north of St. Clair Street belonged to General Robert Hanna (1786-1858), who lived near what is today Tenth and Stillwell Streets. Hanna purchased the land in 1825 when he moved from Brookville to Indianapolis as the state land office registrar. He served as a state representative and senator, and briefly as a United States senator. Although primarily a farm, the Hanna family leased a small section of land (currently numbered 961 N. Highland Avenue) to Washington Black who operated a flour mill on the site as early as 1865. Hanna’s family inherited the property after his death in 1858.³

The development of Indianapolis and Cottage Home, one of the city’s early working-class suburbs, conforms to a broad national pattern of suburban growth. Typically, America’s urban areas remained “walking cities” until about 1840-1875 when transportation innovations extended the outer boundaries of the city. Until this shift in population to the periphery, most city dwellers lived and worked in the core city, where the businesses, home, and shops were integrated. Many shopkeepers even lived in the same building as their business. Another

1 Nowland, John H. B., *Early Reminiscences of Indianapolis* (Indianapolis: Sentinel Book and Job Printing House, 1870), p. 121-22; Indianapolis Department of Metropolitan Development, “Highland Brookside Neighborhood Plan,” (Indianapolis, 1987, Photocopy), p. 9.

2 Hostetler, Joan E. Personal conversation with Dr. William Fitzgerald, Spring 1985.

3 Nowland, John H. B. *Sketches of Prominent Citizens of 1876, with a Few of the Pioneers of the City and County Who Have Passed Away*, (Indianapolis: Tilford & Carlon, Printers, 1877), p. 535-36; L.M. Brown Title Co., *Abstract of Title, Lot 10 in Francis M. Hanna et al’s Sub., Robert Hanna’s Heirs Add.; The Indianapolis City Directory for 1865* (Hall and Hutchinson, 1865).

characteristic was the tendency of the wealthiest residents to live closest to the center of town, within easy walking distance of the main activities and shops. Generally, the poorest families lived on the outskirts of towns.⁴

Indianapolis displayed many characteristics of the walking city. Until the late 1850s, Indianapolis remained primarily within the confines of the Mile Square and a one-half mile ring of “outlots” as platted in 1821 by surveyor Alexander Ralston. Although early residents thought that the original donation land had more than enough space to accommodate the growing town, development spurred by several factors pushed Indianapolis beyond the original boundaries and into the country suburbs. These factors include the railroad, which reached Indianapolis in 1847; increased population due to expanded employment opportunities and a flood of new immigrants, primarily Germans and Irish; and the Civil War, during which Indianapolis became the center of the state’s military effort. These events created a snowball effect: railroads attracted new industries and businesses, which in turn drew thousands of new employees. The city’s population exploded from 8,034 in 1850 to 18,611 in 1860. Land speculators platted new residential developments in the outlots, although in 1859 four-fifths of the population still resided within the Mile Square.⁵

The pace quickened during the Civil War, when Indianapolis displayed all of the characteristics of a boom town. During the 1860s unemployment all but disappeared; factories, thanks to the railroad transport system, now served regional and national markets; and the population nearly tripled to 48,244.

These factors, plus two other occurrences, contributed to the development of the Cottage Home area. First, in 1863 a seventy-six acre site directly east of what is now Cottage Home was selected as the grounds for the United States Arsenal, thereby increasing traffic as hundreds of workers passed through on their way to make ammunition for the troops. Second, Indianapolis finally broke free of the confines of the walking city when the Citizens’ Street Railway Company provided the first streetcar service to the city in 1864. By the spring of 1865 a streetcar line carried passengers from Pennsylvania Street northeast up Massachusetts Avenue to St. Clair Street, just a few blocks west of Cottage Home. The time was right for development.⁶

In November, 1865 the family of Noble’s daughter, Mrs. Alexander (Catherine) Davison, platted the area bounded by the railroad track on the west, St. Clair Street on the north, Oriental Street on the east, and Michigan Street on the south as Davidson’s Heirs’ Second Addition and P. A. Davidson’s Addition.

4 Jackson, Kenneth T. *Crabgrass Frontier* (New York: Oxford University Press, 1985), p. 14-17.

5 Hulse, Lamont J. and Connie Zeigler, *The Suburbanization of Indianapolis: An Outline of Metropolitan Development in Marion County, 1830-1980* (Indianapolis: POLIS Research Center, 1991, Photocopy), p. 17-19; Doherty, William J., *Indianapolis in the 1870s: Hard Times in the Gilded Age* (Ph.D. diss., Indiana University, 1981), p. 35-36.

6 Hulse and Zeigler, *The Suburbanization of Indianapolis*, p. 20-22; Holloway, W.R., *Indianapolis, A Historical and Statistical Sketch of the Railroad City* (Indianapolis: Indianapolis Journal Print, 1870), p. 119-120.

At the request of the Hanna family heirs, three city commissioners examined the property in January 1868 and determined that it would be in the best interest of the ten heirs and their families to divide the land into “ninety lots with proper streets and alleys dedicated to the public use as an addition to the city of Indianapolis,” known as Robert Hanna’s Heirs’ Addition.⁷

These two additions were not annexed to the city of Indianapolis until 1870 when many large suburban additions to the north, east, and west of the old city limits were annexed against the strong protests of the approximately 2,000 inhabitants who enjoyed the city’s advantages without paying city taxes.⁸ Much of the area east of the Cottage Home neighborhood was undeveloped farmland, with the exception of the adjacent grounds of the United States Arsenal. Nearby Woodruff Place, a planned residential suburb in a park-like atmosphere, was not laid out until 1872-73.

Several streets and alleys in the early plats were named after Noble and Hanna family members and prove helpful when conducting historic research. Many of the street names, and all of the original addresses, were changed in 1898 when the city adopted a uniform system of street naming and numbering.

Current Name	Previous Names	Originally Named For
Bell Street	Belle Street (alley)	Unknown
Biddle Street	Biddle Street (alley)	Unknown
Dorman Street	Dorman Street	Dorman Davidson, grandson of Noah Noble
Fowler Street	Fowler Street (alley)	Unknown
Highland Avenue	Archer Street	Preston Archer Davidson, grandson of Noah Noble
Lewis Street	Lewis Street (alley)	Unknown
Michigan Street	Michigan Street	Unknown
Ninth Street	John Street Pratt Street	John Hanna, son of Robert Hanna Unknown
North Street	Campbell Street	Possibly named for Campbell County, KY, childhood home of Noah Noble
Oriental Street	Hanna Street	Hanna family
Polk Street	Charles Street Madison Street	Unknown Madison Hanna, son of Robert Hanna
Saint Clair Street	Saint Clair Street	Probably named for Arthur Saint Clair
Stillwell Street	Stillwell Street	Unknown
Tenth Street	Clifford Avenue	Unknown

⁷ L.M. Brown Title Co., *Abstract of Title, Lot 10 in Francis M. Hanna et al’s Sub., Robert Hanna’s Heirs Add.*

⁸ Holloway, W.R., *Indianapolis, A Historical and Statistical Sketch of the Railroad City* (Indianapolis: Indianapolis Journal Print, 1870), p. 119-120.

A review of Indianapolis building permits, first required in 1864, suggests that the heaviest period of house construction in the neighborhood occurred in the 1870s, shortly after the area was platted. The earliest building permits located to date include several cottages built in 1870.⁹ Real estate speculators constructed hundreds of houses all over the expanding city, which accounts for the high percentage of rental houses.¹⁰ By 1880 many of the homes were rental properties, indicating that they were built on speculation during the building boom of the 1870s. By 1900, 73 % (279 heads of household) rented their homes or apartments, while only 27% (101 heads of household) owned their homes.¹¹

Although it would be reasonable to assume that construction stopped during the financial panic of 1873, ironically a building boom occurred because of the depressed prices for materials and labor. Another small building boom occurred in the mid-1890s when the remaining Hanna heirs subdivided what was left of their family farm. The last wave of construction occurred circa 1908-1915, including “Belle Terrace,” twelve doubles built by realtor and developer William E. Mick Co. in 1908 at the corner of Polk and Bell Streets,¹² and several houses constructed in 1911-1913 in Oakes Wilton Square and H. Tutewiler’s Sub-Divisions in the 500 blocks of Oriental and Bell Streets. A sampling of permits pulled in the Cottage Home area reveals an average building cost of \$573 per house in the 1870s, \$775 in the 1880s, and \$1,490 in the 1890s.¹³

Typical of Indianapolis’s overall ethnic composition, the two largest ethnic groups living in Cottage Home in the 19th century were the Germans and Irish, followed by a small population of African Americans. Many German and Irish immigrants arrived in Indianapolis in the late 1840s and 1850s fleeing the political turmoil and famine in their home countries. During the 1870s, many immigrants settled in Cottage Home and by the 1880 census 72% of the neighborhood residents were first and second generation immigrants or African Americans. By 1900 this number decreased to 44%.¹⁴ In 1880 the Black population consisted of 42 residents (7%), changing to 83 residents (5%) in 1900. Through the years the majority of African-American families have lived south of St. Clair Street. One Black resident, Louisa Magruder (1808-1900) was given her shotgun-style house at 554 N. Highland Avenue, (now razed) shortly after the Civil War by a granddaughter of Noah Noble. Louisa, her brother, and parents Tom and Sarah had been slaves and servants of the Noble family and were provided for in Governor Noble’s will. Harriett Beecher Stowe visited with Tom Magruder in his cabin and is believed to have used his life details in her book *Uncle Tom’s Cabin*.¹⁵

9 Many early Indianapolis building permit records have not survived, however permit research was supplemented with building permits listings in city newspapers.

10 *Indianapolis Daily Commercial*, 26 March 1872; *Indianapolis Evening News*, 2 July 1872.

11 Hostetler, Joan E., *A Demographic Study of Cottage Home Neighborhood, 1880-1900*, unpublished manuscript, 1992, Table V.

12 *Indianapolis Star*, 15 October 1908.

13 Hostetler, *A Demographic Study*, p. 7

14 *Ibid.*, p. 9-10.

15 Dunn, Jacob Piatt, *Greater Indianapolis* (Chicago: Lewis Publishing Company, 1910), p. 242-43.

Due to the proximity to the railroad tracks, plus the early lack of zoning regulations, the neighborhood has always seen a mix of residential, commercial, and industrial uses providing many employment opportunities. Numerous residents were employed at nearby businesses, including Black's (and later Ehrisman) Flour Mill located near Tenth Street and Highland Avenue and small businesses located throughout the neighborhood such as the Ruskaup Grocery and Tavern at 715 Dorman Street; the East End Dairy located at Highland Avenue and North Street; the Kroger Warehouse at 1011 E. St. Clair Street; and Anacker's Tavern variously named the 9th Street Tavern, The Mahogany Bar (hence the longtime nickname "The Hog"), May's Lounge, and the Dorman Street Saloon, located at 901 Dorman Street. Others worked as carpenters, machinists, policemen, firemen, factory workers, tradesmen, and skilled or unskilled laborers and had easy access to work places throughout the city via the streetcar lines on Michigan and Tenth Streets.¹⁶

Transportation has played a large employment role in the neighborhood. The railroad tracks at the west edge of the neighborhood (at various times called the Indianapolis and Bellefontaine Railroad, the "Bee Line," the C.C.C. & I., the Big Four, and CSX) once employed many neighbors, as did the Highland Car Barn at 1201 E. St. Clair Street. In 1914 the Indianapolis Traction and Terminal Company constructed this brick trolley building to house, paint, and repair trolleys. Tracks were laid on Oriental St. and Highland Ave. north of St. Clair St. to provide access to the busy 10th St. trolley tracks.¹⁷ With this new business, dozens of trolley drivers and employees started renting and buying houses in the neighborhood and small lunchrooms opened in several nearby houses (including the longtime operating Elsie's Diner that once stood across the street).

Tenth Street gradually changed from a residential street to a commercial row, replacing houses with a general store, restaurants, a tavern, a nickelodeon, and eventually a gas station. By the 1970s all structures on the south side of Tenth Street between Dorman Street and Highland Avenue had been razed for a parking lot for Schwitzer-Cummins, an automotive parts manufacturer across the street that employed up to 1,200 people.¹⁸

The area bounded by the railroad, Tenth, Dorman, and Michigan Streets has been home to many businesses such as the Indiana Veneer Works, Eastman Dry Cleaners, Eaglesfield Hardwood Flooring, lumber companies, coal yards, a broom factory, and oil works.

Like many downtown neighborhoods, Cottage Home suffered from urban decay from about the 1960s through the 1980s. Residents moved to the suburbs, as was the trend, but also desired larger, more modern houses outside a flood zone. The remaining, lower-income residents watched as dozens of homes were demolished for the interstate one block west. The threat of the Highland-Dorman connector (a plan for a north-south arterial through the neighborhood, now removed from city planners' books) and talk of making the area

16 Business names gleaned from city directories and Sanborn Fire Insurance Maps.

17 Murphy, Ared Maurice, "The Big Four Railroad in Indiana," *Indiana Magazine of History*, Vol. 21, Issue 2, 1925; "Board Authorizes Street Car Barns," *The Indianapolis Star*, 23 January 1913.

18 *Application for Designation of an Industrial Recovery Site, Schwitzer Building, Indianapolis, Indiana.* (City of Indianapolis, April 1989).

an industrial park did not give residents incentive to continue investing in their properties. Neglect by landlords, low incomes, expanding businesses, and abandoned houses all contributed to the demolition of over 100 houses in the late 20th century.

In the mid-1980s, the 160-home community experienced a restoration boom. Cottage Home Neighborhood Association (CHNA) was formed in 1984 in reaction to businesses razing houses in the heart of the residential area. Only about six houses have been lost to fire and demolition since CHNA formed. However, the flood zone has greatly slowed the construction of new infill housing and only three single-family houses and four attached residential condos have been built in the neighborhood since the 1940s.¹⁹

19 Statistics compiled from *Cottage Home Newsletter*, available in the CHNA Archives.

ARCHITECTURAL SIGNIFICANCE



The Ruskaup-Ratcliffe House, 711 Dorman Street.

The Cottage Home Conservation District exemplifies a type of working-class neighborhood that was typical of late nineteenth-century Indianapolis. Its location adjacent to the railroad and industry drove the development of this compact and livable area that still retains an impressive assemblage of Folk Victorian, vernacular, and mixed-use architecture. Cottage Home is distinguished from the areas immediately surrounding by its exceptional collection of five similar duplexes, a commercial building, and an outstanding Queen Anne residence—all constructed for the same owner and designed by the leading Indianapolis architectural firm of Vonnegut and Bohn.



718-720 Dorman Street. Duplex designed by Vonnegut and Bohn.

Bernard Vonnegut and Arthur Bohn created their architectural firm in 1888. The firm is primarily known for its large, semi-public designs. Vonnegut and Bohn's first major commission was Das Deutsche Haus, known today as the Athenaeum, located at 401 E. Michigan Street. Other well-known Vonnegut and Bohn designs include the Herron School of Art, located at 1701 N. Pennsylvania Street, and the L.S. Ayres and Company department store at 1 W. Washington Street.¹



1106 E. 9th Street. Brick dwelling with Italianate features.

The Ruskaup-Ratcliffe House at 711 Dorman Street and five frame doubles at 702 to 720 Dorman Street are among the few surviving examples of Vonnegut and Bohn's documented designs for private dwellings. Among the residential architecture attributed to the firm are the Schnull-Rauch House at 3050 N. Meridian Street, constructed 1902-04; the Herman Lieber House at 1415 Central Avenue, constructed 1908-09; and the Cole-McAlexander House at 2101 N. Delaware Street, constructed 1901-02. Of the documented Vonnegut and Bohn-designed residences extant in Indianapolis, it appears that the Ruskaup House (1892) and the doubles (1890-91) may be the firm's oldest.



1125 E. 9th Street. Gable-front house.

The Ruskaup-Ratcliffe House is one of only a handful of brick-construction dwellings built in the neighborhood. It

¹ Zeigler, Connie J., "Vonnegut and Bohn," *Encyclopedia of Indianapolis*, ed. David J. Bodenhamer and Robert G. Barrows (Bloomington, Ind: Indiana University Press), 1389.



1319 E. 10th Street. L-plan house.

exhibits an eclectic melding of Queen Anne characteristics with Germanic influences. Its asymmetrical shape, octagonal cupola, and wrap-around porch are textbook Queen Anne, but its unique stepped parapet and stone trim give it a high-style, Germanic quality that is unusual in Indianapolis. Conversely, the five clapboard doubles exhibit a simple refinement very fitting to this working-class neighborhood. They each have hipped roofs with symmetrical, four-bay façades. Full-length porches span the front and each entry is articulated with a small porch gable.



1310 E. 9th Street. Cross-gable house.

1106 E. 9th Street is another rare example of the use of brick for residential construction in Cottage Home. The one-story, L-plan house has round-arch window openings with decorative headers, a decorative “keyhole” attic vent, and decorative brackets—elements of the Italianate style.

Due in part to the social makeup of the neighborhood, there is a similarity of style represented in the district’s residential architecture. One or one-and-a-half story gable-front (1125 E. 9th Street), L-plan (1319 E. 10th Street), and cross-gable (1310 E. 9th Street) vernacular types dominate the area. Many of the modest homes were originally adorned with multi-colored spindle galleries, flat jigsaw-cut trim, turned posts, fishscale shingles, decorative gable vents, and gingerbread trim. Some architectural historians refer to this style as “Folk Victorian.”



1011 E. St. Clair Street. Former Kroger Grocery & Baking Company.

In addition to Cottage Home’s residential architecture, a number of industrial and commercial buildings remain as a testimony to Cottage Home’s convenient location near downtown and adjacent to the railroad. The most prominent industrial building is the former home of the Kroger Grocery & Baking Company located at 1011 St. Clair Street. Although built to be functional, the building has subtle architectural details typical of the Art Deco style. The brick building has large openings for casement windows, which are articulated by pilasters that emphasize verticality. The central parapet is finished with a shield and scroll medallion. 577 Highland was once the home of East End Dairies. Despite alterations to its openings, the building remains another fine example of the Art Deco style. It has glazed brick walls of a tan color and features lime-green vertical accents. 520 Dorman Street is home to the A. R. Young & Company machine shop. Built in 1948,



577 Highland Avenue. Former East End Dairies.



520 Dorman Street. A.R. Young Company.

the building’s brick front façade incorporates restrained elements of the Art Moderne style; a horizontal stone band emphasizes the horizontal, drawing attention to its four sets of casement windows.

Commerce also flourished in Cottage Home, primarily along 10th Street, Michigan Street, and Dorman Street. 822 Dorman Street is identified on Sanborn Fire Insurance maps as being a store connected to the General Dyeing Company.² Although the brick structure has been altered, it still exhibits Italianate details such as its segmental-arched window openings. Down the street, at 715 Dorman Street, the former Ruskaup Grocery and Tavern exhibits higher-style Italianate details. Two storefronts are framed by stone pilasters, while tall windows capped by carved hoods articulate the second story. Decorative brackets line the cornice, which is punctuated by attic windows. Another commercial building of note is located at the northeast corner of Highland Avenue and Michigan Street. 521 Highland Avenue is a typical two-story commercial block building having some interesting architectural features. Its recessed corner entrance is supported by a cast iron column. Although openings have been altered, the original storefront is visible and features a cast iron lintel with rosette ties; other segmental-arched openings are located on the building side and second story. Decorative brick coursing provides depth and creates a cornice near the top of the building.



822 Dorman Street. Commercial Building.



The former Ruskaup Grocery and Tavern, 715 Dorman Street.

The changes that have occurred in the appearance of the district since the period of its historic significance consist primarily of additions to and/or replacements of building features, such as the addition of vinyl, metal, or “insulbrick” siding. Many of these changes are reversible and do not detract from the underlying integrity of the houses or the district as a whole.



521 Highland Avenue. Commercial Building.

² “Indianapolis Indiana Volume 3,” Sanborn Map Company, 1915 (with paste-overs to 1956), Indianapolis Historic Preservation Commission office.

