



Chatham Arch . Massachusetts Avenue

HISTORIC PRESERVATION PLAN



CITY OF INDIANAPOLIS

HISTORIC AREA PRESERVATION PLAN

CHATHAM-ARCH AND MASSACHUSETTS AVENUE HISTORIC AREA

HA-34 (CAMA)

**A PART OF THE
COMPREHENSIVE PLAN
FOR MARION COUNTY, INDIANA**

Adopted by the Indianapolis Historic Preservation Commission

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FOREWARD



The Murat Temple, 510 N. New Jersey Street, was designed by Oscar D. Bohlen and built by William P. Jungclaus Company in 1909. Rubush and Hunter designed the addition in 1922. The building serves as the local headquarters for the Ancient Arabic Order, Nobles of the Mystic Shrine (“The Shriners”) and is perhaps best known for its theatre, which is the oldest surviving downtown stage house. Photo taken 1929. Bass Photo Collection, Indiana Historical Society

FOREWARD

The Chatham-Arch & Massachusetts Avenue Historic Area Preservation Plan addresses a larger, more comprehensive geographic area. In doing so, it recognizes the changes that have occurred since the original Chatham-Arch Historic Area Preservation Plan was done in 1982 and the resulting need for a comprehensive vision for preserving the full area. The plan creates an exceptional district with the wide range of building types, land uses, and interest in new in-fill construction that will complement and enhance the historic fabric.

As a long time resident of nearby Lockerbie Square and a member of the Founding Board of Directors of a Massachusetts Avenue revitalization group that evolved into the Riley Area Development Corporation, it has been exciting to watch the changes in the area. Since 1982, Massachusetts Avenue and the Chatham-Arch neighborhood have gone from a blighted area to a highly sought after location. Much of the residential stock in this area has been restored as well as the creation of new in-fill housing in various forms and density. Many of the large industrial buildings have been converted to residential condos. Mixed use and other new construction are filling previously vacant lots and the commercial structures along Massachusetts Avenue have been renovated to popular cultural and retail destinations. It is a vibrant, attractive and inviting area.

These changes, along with strong overall downtown development, have made areas outside the current Chatham-Arch Preservation Plan, particularly along I-65 and both ends of Massachusetts Avenue, highly desirable for growth with no protection for their historic fabric. The area east of College Avenue not only possesses unique buildings like the historic art deco Coca-Cola plant, but already has seen new development that seeks to demolish rather than incorporate old buildings. The importance of this Chatham-Arch & Massachusetts Avenue Historic Area Preservation Plan can not be under-estimated for its role in preserving the history of the built environment and assuring integration of appropriate new construction in this area.

Writing the Chatham-Arch & Massachusetts Avenue Historic Area Plan required unifying a diverse group of people, perspectives, and wide ranging input. The Chatham-Arch neighborhood has worked together with the Indianapolis Historic Preservation Commission (IHPC) to achieve the goals set forth in the original 1982 preservation plan. It has not always been easy, but clearly they have endeavored to achieve that “high degree of sensitivity, consideration, and cooperation among all parties” as encouraged in the Foreword. This new, more comprehensive plan will require that same level of interaction among the additional and diverse constituents; and between the representatives of the newly defined historic area and the IHPC. In return, the IHPC will continue to strive “to interpret the guidelines and standards of the preservation plan with as much respect, fairness, objectivity, common sense, and consistency as the combined good judgment of the Commission membership can provide.”

James T. Kienle, FAIA
President,
Indianapolis Historic Preservation Commission

INTRODUCTION



Located at 704 N. Park Avenue, the First United Brethren Church was built in 1921 and was designed by the prominent Indianapolis architectural firm of Rubush and Hunter. The United Brethren Church was one of the oldest congregations in the city and continuously occupied this site until 1965. The church later housed a smaller congregation, but was vacated sometime after 1982. Due to severe structural deterioration, the church was razed in 1997. Photo taken 1923. *Bass Photo Collection, Indiana Historical Society*

INTRODUCTION

The Chatham-Arch & Massachusetts Avenue Historic Area is located in the northeast quadrant of Indianapolis' Regional Center and is less than one mile from Monument Circle, the city's epicenter. The area's north and east boundary is formed by interstates I- 65 and I-70, while the south and west boundaries are irregular and often zig-zag due to the diagonal street pattern of Massachusetts Avenue. In relation to Indianapolis' original 1821 Mile Square, the majority of the historic area is immediately adjacent to it and includes two of the original boundaries of the Mile Square: North and East Streets. Massachusetts Avenue, one of the City's original four diagonal streets, traverses the district at a 45° angle.

Chatham-Arch and Massachusetts Avenue are two distinct areas, and their physical, economic, and social environments are quite different. Chatham-Arch is primarily a residential neighborhood that is comprised of single, two-family and multifamily housing. In contrast, Massachusetts Avenue contains a variety of land uses, including commercial, retail, residential, office, governmental, and industrial, and offers numerous shopping, dining, cultural and entertainment venues. Although each area's built environment and land uses are different, Chatham-Arch and Massachusetts Avenue both represent thriving urban historic areas that are unique to the city of Indianapolis – which is a stark contrast from twenty-four years ago when the areas were suffering from years of decline.

Chatham-Arch and Massachusetts Avenue experienced their greatest periods of development in the late 19th century but continued well into the late 1930s and early 1940s. However, after WWII, a period of decline began that did not begin reversing until the early 1980s. The buildings that remain today comprise a fragment of what once existed. They are essentially "what's left" after a 50-year period of decline. In the 1960s, when interstates I-65 and I-70 were constructed through downtown, many historic buildings were demolished and several streets and alleys were dead-ended to accommodate the new beltway system. While losing historic resources and infrastructure dealt a strong blow, the interstates equally afflicted the areas by creating a large physical barrier that separated and isolated Chatham-Arch and Massachusetts Avenue from the adjacent residential neighborhoods to the north and east. Disinvestment and demolition occurred at a much faster rate coincident with this than at any other time in history.

By the early 1980s, the concept of historic preservation had emerged as a method to stimulate neighborhood revitalization. Several factors contributed to its emergence, including: an increased interest in our heritage on both a national and local level; a growing desire to live and work close to the city center; economic incentives to rehabilitate buildings in our cities; and a new appreciation of the need to conserve rather than discard the building fabric that we have inherited. Both Chatham-Arch and Massachusetts Avenue played a part in this trend towards revitalization through historic preservation.

In 1980 and 1982, Chatham-Arch and Massachusetts Avenue (respectively) were listed in the National Register of Historic Places and awarded federal historic district status. Also in 1982, Chatham-Arch was designated by the Indianapolis Historic Preservation Commission as a locally protected historic district for the purpose of preserving the surviving historic resources,

encouraging sensitive new development, and protecting the general residential character of the neighborhood.

Since the early 1980s, both Chatham-Arch and Massachusetts Avenue have experienced a tremendous rebirth and significant reinvestment. Dilapidated houses and abandoned commercial buildings have been carefully restored. Once vacant lots are now occupied by single-family houses, condominiums, and businesses. Street trees, street lights, and public art line Massachusetts Avenue, and the once deserted commercial corridor is now frequented by people both day and night. In 2003, Massachusetts Avenue was named one of Indianapolis' six cultural districts.

But this rebirth and revitalization also brings new challenges. Rehabilitation and redevelopment continues to occur at a rapidly increasing pace, and the demands of the current real estate market sometimes encourage overdevelopment or new construction that is not sensitive to the historic built environment. With respect to new development and neighborhood amenities, the popular belief that "bigger is better" and "new is better than old" is often ingrained in the minds of today's younger generations, many of which are choosing to live and work downtown. Although building rehabilitation, redevelopment and population increases in urban areas are typically welcome changes; they can also be challenging and problematic when there are weak or non-existent development guidelines.

Both Chatham-Arch and Massachusetts Avenue responded to these recent challenges. In April 2004, the Chatham-Arch Neighborhood Association requested the existing historic area preservation plan be updated for the following reasons:

1. Outdated, weak and/or non-existent land use and zoning recommendations,
2. Non-existent architectural and design guidelines for commercial buildings,
3. Ambiguous and vague architectural and design guidelines overall, and
4. The existing plan is no longer servicing the neighborhood and does not reflect recent development trends.

After investigating and evaluating Chatham-Arch's request, the IHPC found their concerns valid and unanimously voted to allow IHPC staff to collaborate with the neighborhood to create and develop a new preservation plan.

While Chatham-Arch focused on the creation of a new preservation plan, a movement gradually emerged along Massachusetts Avenue to designate the area as a locally protected historic district. For several years, there has been great concern about the lack of protection for some of the City's most significant architectural resources and the lack of enforceable design review. In the *Indianapolis Regional Center Plan 2020* recently published by the City's Department of Metropolitan Development, it states "New Local Designations: Consider local designation of potential historic districts. Districts: Evaluate Washington Street, Massachusetts Ave., Holy Rosary-Danish Church . . . that may have been overlooked as traditional districts but are collections of historic resources." To carry out the recommendations in the *Indianapolis Regional Center Plan 2020*, the *Massachusetts Avenue Commercial Development Plan* was developed in 2001. The plan was sponsored by Riley Area Development Corporation and Indianapolis Downtown, Inc., and involved extensive community consensus building, including interviews, focus groups, public workshops and surveys. In the plan, it recommends "Adopt

design and development guidelines.” Several subcommittees were subsequently created to accomplish the numerous recommendations in the Massachusetts Avenue Commercial Development Plan, including a subcommittee to focus on historic preservation and local historic district designation.

In 2003, the subcommittee discussed local designation with IHPC staff, Chatham-Arch and Lockerbie Square neighborhoods, Riley Area Development Corporation, the Massachusetts Avenue Merchant’s Association and other interested parties, and in November 2003 the subcommittee formally began the petition process.

The IHPC encountered an unusual situation, one it had never been faced with before. While the Chatham-Arch preservation plan was being rewritten and updated, the Massachusetts Avenue subcommittee was petitioning for historic district status. All parties involved were perplexed with how to address the 600-700 blocks of Massachusetts Avenue since this area has a dual designation: it lies in both the Chatham-Arch and Massachusetts Avenue National Register Historic Districts.

However, this situation presented a unique opportunity. Many components of a preservation plan are applicable to both Chatham-Arch and Massachusetts Avenue, particularly land use and zoning recommendations and design guidelines. Rather than creating two separate preservation plans that contain much of the same information, the IHPC created one comprehensive preservation plan for both areas. It should be noted that the creation of one mutual preservation plan is for planning purposes only, and it does not control the boundaries that any neighborhood or community organizations choose for themselves.

There were several benefits to creating a comprehensive Chatham-Arch & Massachusetts Avenue Historic Area Preservation Plan, including:

1. A comprehensive preservation plan avoided unnecessary repetition because numerous plan components are applicable to both Chatham-Arch and Massachusetts Avenue.
2. The “framework” already existed. IHPC staff began working with the Chatham-Arch neighborhood in 2004 to update their existing preservation plan, and new land use/zoning recommendations and design guidelines for commercial buildings were developed for the 600-700 blocks of Massachusetts Avenue. IHPC staff also incorporated the “Massachusetts Avenue Development Guidelines,” which were created by Riley Area Development Corporation, and the Regional Center “Infill Guidelines.”
3. A comprehensive plan saved time for IHPC staff and helped expedite the local designation process for Massachusetts Avenue. Staff did not have to create two separate planning documents, and instead melded sections of a Chatham-Arch plan and a Massachusetts Ave. plan into one all-inclusive planning document.

The Chatham-Arch & Massachusetts Avenue Historic Area Preservation Plan was prepared by IHPC staff in consultation with the following:

1. The Strategic Neighborhood Action Planning (SNAP) Committee – a special liaison committee between IHPC staff and the Chatham-Arch neighborhood, and

2. The Massachusetts Avenue Historic District Subcommittee – a subcommittee of the Massachusetts Avenue Financial Planning Committee, which was formed to encourage and guide redevelopment along Massachusetts Avenue.

Throughout the planning process numerous committee meetings and public workshops were held to educate the public about the planning process, inform them of specific recommendations and changes, and gain public input and feedback regarding the proposed plan.

Staff members of the City’s Division of Planning – Subarea were consulted in the formulation of land use and zoning recommendations. Also, to assist IHPC staff, two consultants were retained to research and develop specific sections of the plan. Jill Owens-Siegel, project manager for Community Solutions, Inc., completed the “Historical & Architectural Significance” section and components of the “Existing Conditions” section, and Leah Orr conducted the research for the “Building Inventory” section. Photography for the “Building Inventory” section was completed by Thavary Krouch, a student volunteer from Indiana University – Purdue University Indianapolis.

When undertaking such a large project and working with various neighborhood-based organizations, business owners, consultants, and volunteers, there are numerous occasions where differences of opinions can overwhelm and impede such a project. The outstanding success of this preservation plan is a result of a dedicated group of people who truly came together to achieve a common goal: to encourage sensitive new development and to protect the existing historic resources in Chatham-Arch and Massachusetts Avenue. Their commitment to historic preservation has helped preserve a visual and physical piece of Indianapolis’ history and ensured the existence of the city’s architectural masterpieces for many years to come.

HISTORIC AREA DELINEATION



The Davlan, built in 1915. Bass Photo Collection, Indiana Historical Society

HISTORIC AREA DELINEATION

BACKGROUND

Located in the northeast quadrant of Indianapolis' Regional Center, the historic area encompassed by this preservation plan contains over twenty city blocks, including several large irregular-shaped parcels. Interstates 65 and 70 form the north and eastern boundaries, and the west and southern boundaries continuously zigzag due to the diagonal street pattern of Massachusetts Avenue. The majority of the historic area lies just beyond the city's original Mile Square as platted in the 1820's, although approximately six city blocks are included within those boundaries. Massachusetts Avenue, one of Indianapolis' original four diagonal streets that radiate from the city center, traverses the district in a northeasterly direction.

The boundary of the Chatham-Arch & Massachusetts Avenue Historic Area includes the existing Chatham-Arch neighborhood (which was designated a locally protected historic district in 1982); the 300-900 blocks of Massachusetts Avenue; and several city blocks east of College Avenue. In determining the boundaries the following were taken into consideration:

- The existing boundaries of the Chatham-Arch historic district,
- The boundaries of the Massachusetts Avenue National Register Historic District,
- The existence of well defined barriers (i.e. interstates, adjacent historic districts, etc.)
- Consultation with the Chatham-Arch and Lockerbie Square neighborhoods, Riley Area Development Corporation, Indianapolis Downtown Inc., Historic Landmarks Foundation of Indiana, and the Indianapolis Historic Preservation Commission.

AREA BOUNDARY

The boundary officially designed by this plan is described below and is depicted on the map on page 16.

Beginning at the southwest corner of the traffic island at the intersection of E. New York Street and N. Delaware Street, proceed north along the east curbline of Delaware Street to the northern curbline of E. Vermont Street. Turning east, proceed along the south property line of 401 N. Delaware Street (Robert's Park United Methodist Church) to the east curbline of Hudson Street. Turning north, proceed to the north property line of 225 E. Michigan Street, then turn east and proceed to the east curbline of Alabama Street. Turning north, proceed along the east curbline of Alabama Street to the south curbline of E. North Street. At the intersection of Alabama and E. North Streets, turn east and proceed to the east curbline of N. New Jersey Street.

At the point southeast corner of E. North Street and N. New Jersey Street, proceed north along the eastern curbline of N. New Jersey Street to the southern curbline of Walnut Street, turning east (crossing N. Cleveland Avenue) to the eastern curbline of N. Cleveland Avenue. At that juncture, proceed northerly along the eastern curbline of N. Cleveland Avenue to the intersection of the southern curbline of E. St. Clair Street. Proceed east to the point in N. East Street that is perpendicular to the eastern curbline of N. East Street. Proceed northerly (crossing E. St. Clair Street) along the eastern curbline of N. East Street. At the point where N. East Street conjoins

with N. Central Ave., continue to proceed northerly to the southern boundary of the Interstate 1-65 right-of-way.

At this juncture, proceed easterly along the southern boundary of the Interstate 65 right-of-way. At the point where the Interstate I-65 right-of-way merges with the Interstate I-70 right-of-way, crossing the intersection of E. 10th and Bellefontaine Streets, continue to follow the right-of-way line along Interstate I-70 until reaching the southern curblines of E. Walnut Street.

At this point, proceed west along the southern curblines of E. Walnut Street to the intersection of the eastern curblines of Spring Street. Turning south, proceed along the west property line of 718 Fulton Street to the north property line of 628 Fulton Street. At this juncture, turn east and proceed along the north property line of 628 Fulton Street to the eastern curblines of E. Fulton Street. At this juncture, turn south and proceed along the eastern curblines of E. Fulton Street to the northern curblines of E. North Street. Turning east, proceed along the northern curblines of E. North Street to the I-70 right-of-way. Turning south, proceed along the I-70 right-of-way to the northern curblines of E. Michigan Street.

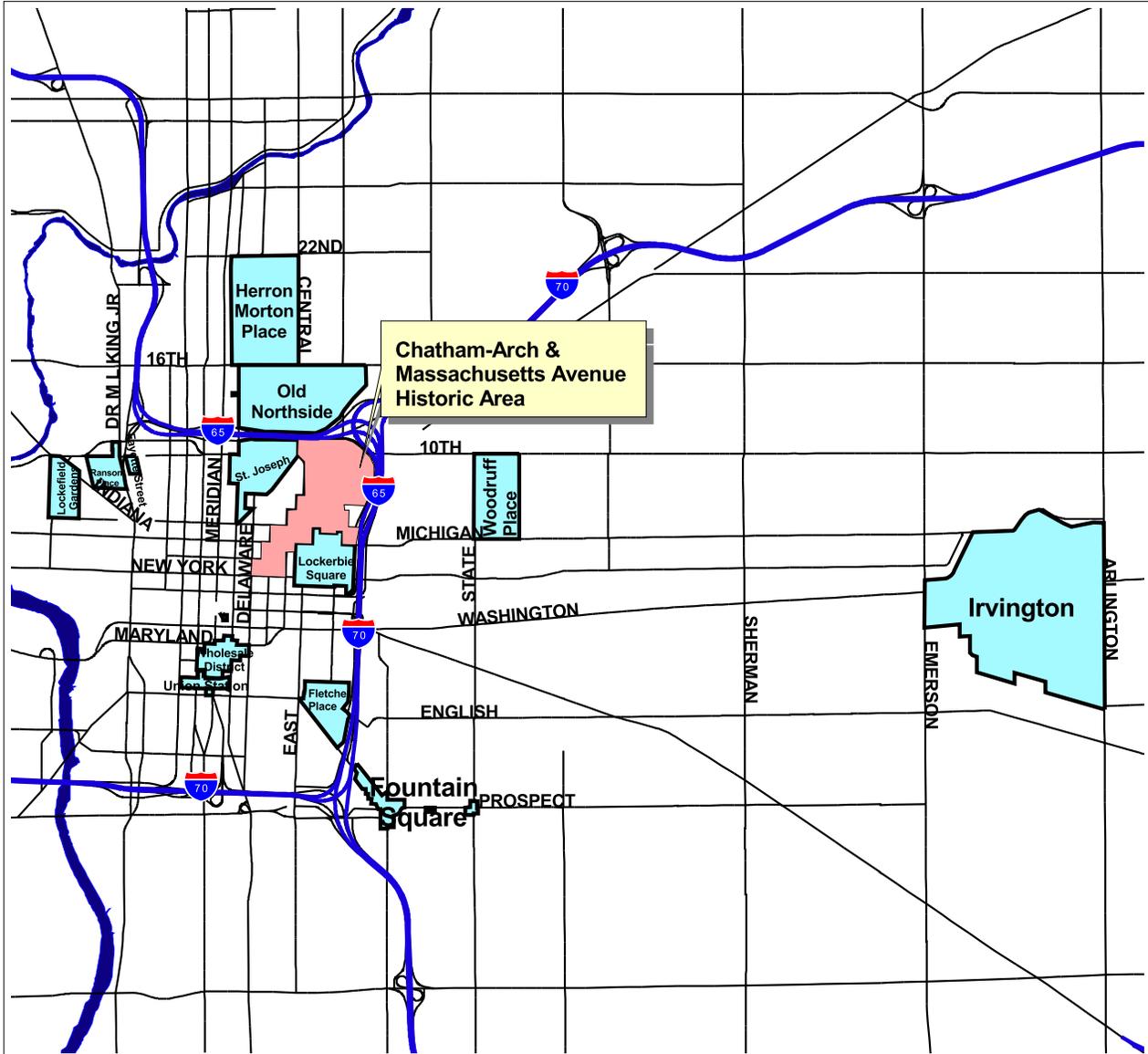
At the point of the Interstate I-70 right-of-way and the northern curblines of E. Michigan Street, turn west and proceed to the east curblines of Spring Street. Turning north, proceed along the eastern curblines of Spring Street to the southern curblines of the alley (Alley 585 N). Turning west and crossing Spring Street, proceed west along the north curblines of the alley to N. College Avenue.

At this point, turn southwest and proceed in a southwesterly direction to the southern property line of 623 E. North Street (the former St. Joseph's Church). Turning west, proceed westerly along the southern property lines of 623 E. North Street (former St. Joseph's Church, Rectory, Hall), 617, 613, and 601 E. North Street until reaching the eastern curblines of Park Avenue. Turning north, proceed to the northeast corner of the intersection at Park Avenue and E. North Street, and then turn west and proceed to a point due north of the west curblines of Leon Street. From this point, proceed south to the intersection of Michigan and Leon Streets, turning west and following the north curblines of Michigan Street to a point due north of the west curblines of Cleveland Street. Proceed south to the first alley, turning west and following the north curblines of the alley to the west curblines of New Jersey Street.

At this point, turn south and proceed to the intersection of Vermont and New York Streets. Turning west, follow the north curblines of New York Street westward back to the point of origin.

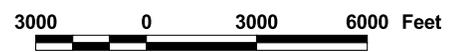
General Location Map

Chatham-Arch & Massachusetts Avenue Historic Area



-  Interstates
-  New boundary.shp
-  Historic Districts-IHPC
-  Major Streets
-  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.



October 26, 2006

Produced By: The GIS Section

Data Source: The City of Indianapolis
Geographic Information Systems



Boundary Map

Chatham-Arch & Massachusetts Avenue Historic Area



 Historic Area Boundary
Historic Area Buildings

100 0 100 200 300 Feet



June 2006

Produced By: The Indianapolis
Historic Preservation Commission

Data Source: The City of Indianapolis
Geographic Information Systems

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HISTORICAL & ARCHITECTURAL SIGNIFICANCE



The Hammond Block, located at 301 Massachusetts Avenue, was built by Rezin R. Hammond in 1874. Over the years, this 3-story Italianate commercial building has housed physician and surgeon's offices, a saloon, college classrooms, a trading mart, and law and architectural offices. Notice the absence of overhead electric or trolley car lines, and Massachusetts Avenue and New York Street are still dirt. Date of photo unknown. *Bass Photo Collection, Indiana Historical Society*

HISTORICAL & ARCHITECTURAL SIGNIFICANCE

INTRODUCTION & SUMMARY OF HISTORICAL SIGNIFICANCE

The Chatham-Arch Historic Area exhibits both historical and architectural significance. Its irregular street pattern, most of it dating to before the Civil War, recalls life in Indianapolis when the city was just beginning to expand beyond the original Mile Square plat. In the case of Broadway, today one of the city's principal residential streets, Chatham-Arch has special importance, for it was there, in Young's Subdivision, that Broadway originated.

The area also boasts a group of Civil War-era, workers' cottages on Arch, St. Clair, and 9th Streets. These houses represent the workingman's presence in the early stages of Indianapolis' growth in the industrial metropolis. Only a few pockets of these 1860s and early 1870s cottages survive in the downtown area out of hundreds that once covered the near east, west, and south sides of the city.

The northern portion of Chatham-Arch illustrates an unusual mixture of housing types. Here workers' cottages, middle-class residences, rental duplexes, apartment buildings and flats, commercial buildings with second-floor sleeping rooms, and a few large homes of the well-to-do all existed at the turn of the century.

The Chatham-Arch area also contains the historical roots of several major religious denominations of the city. One of the oldest black congregations in Indianapolis, Allen Chapel AME Church, has occupied a location in the area for over 116 years. The former First United Brethren Church (now part of the United Methodist Church), once the principal Indianapolis congregation of its denomination, was represented by two different church buildings on Park Avenue. One the largest German Reformed congregations of the city built Zion Evangelical Church at the west edge of Chatham-Arch. Finally the Roman Catholic Church was represented from 1880 to 1949 in the area by the former St. Joseph's Parish, located at its southern edge.

Massachusetts Avenue is the primary commercial district that transverses the Chatham-Arch Historic Area in its southernmost area. The Avenue exhibits several fine post-Civil War and early-20th-century commercial buildings, which recall the close relationship between the neighborhood merchants on the Avenue and neighborhoods to the north and south. Industrial significance is provided along Massachusetts Avenue by the former Coca-Cola Bottling plant and on College Avenue by the Real Silk Hosiery Mills complex, formerly the home of one of the country's principal silk hosiery factories. The Avenue is one of four original diagonals laid out in the 1821 Ralston plan of Indianapolis.

Architectural styles along Massachusetts Avenue range from commercial Italianate buildings (such as the Hammond Block) to the German Romanesque/Renaissance Athenaeum to a Middle Eastern mosque (the Murat) to an excellent example Art Deco architecture in the former Coca-Cola Bottling facility at the north end of the Avenue. In general, however, the majority of the commercial structures are best described as storefront vernacular – small and simple buildings without undue ornamentation. As such, the district is distinguished by the general uniformity of the design of the commercial buildings. When taken as a whole, the area resembles a typical

Main Street with consistent materials, styles, and scale throughout. Because of the diagonal nature of the street, flatiron buildings were fairly common throughout the commercial district. Although the Avenue is characterized by commercial structures, two significant buildings exist just off the corridor but are included in the district: the Athenaeum and the Murat Temple.

Massachusetts Avenue is significant by virtue of its history as an important secondary retailing district and service and employment center for nearby residential areas. It is architecturally significant on two levels: 1) the uniform design and setting of buildings creates an atmosphere of an early 20th century “Main Street” and 2) individual architecturally significant buildings that are among the most outstanding in the city still exist. The Murat Temple, the Athenaeum, the Hammond Block, and the old Coca-Cola Bottling Company give the district architectural distinctiveness beyond its collection of commercial storefront buildings.

Much of the history of Chatham-Arch that follows has been taken from the Historic Area Preservation Plan 15, prepared in 1982 by Perry Associates for the Indianapolis Historic Preservation Commission. The National Register of Historic Places nomination provided much of the history for Massachusetts Avenue. Additional research covering the latter part of the 20th century was conducted to bring the information up-to-date. The detailed history and development of the Chatham-Arch and Massachusetts Avenue Historic Area is outlined below and organized in two sections to fully address each sub-area:

1. Chatham-Arch

- First Real Estate Subdivisions – 1821-1856
- Early Settlement – 1840s-1861
- Civil War and Post-War Settlement – 1861-1895
- Early 20th Century – 1895-1920
 - Residential Developments
 - Churches in Chatham-Arch
 - Civic Improvements
- Years of Decline – 1940-1980
- Reinvestment and Rebirth – 1980-present

2. Massachusetts Avenue

- Distinctive Street Layout – 1820-1860
- Early Development around the Streetcar – 1860-1870
- Second Generation of Building – 1870-1950
- Mid-Century Decline – 1940-1980
- Commercial and Mixed-Use Revitalization – 1980-present

CHATHAM-ARCH

First Real Estate Subdivisions – 1821-1856

The beginning of the area now called Chatham-Arch goes back to the founding of Indianapolis itself. In 1820-21, the U.S. government donated to the State of Indiana four square miles of federal land for the site of the new Indiana capital. The federal grant became known as “The Donation.” In 1821 Alexander Ralston and Elias P. Fordham laid out a “Mile Square” city plat

in the midst of the Donation. It was then thought that the Mile Square would be adequate for any growth by the capital. The remaining land was divided into four-acre “outlots” and sold for farm land.¹

One of the outlot buyers was John Wood, Sr., who filed a residential plat for outlots 1, 2, 39, 40, 41, and 42 in 1836. “Wood’s Subdivision” lay along the north side of North Street and Massachusetts Avenue and extended from New Jersey Street on the west to present College Avenue on the east.² The subdivision was an early venture at extending the platted area of Indianapolis outside the Mile Square and was the first portion of what is now Chatham-Arch to be platted.

Wood, a native of New York State, arrived in Indianapolis in 1834 and almost immediately purchased the land intended for Wood’s Subdivision. It is quite possible that he filed his plat in anticipation of a boom following the passage by the legislature of the Internal Improvements Act in January 1836. The act authorized the State to build an extensive canal system in Indiana. He also bought a farm elsewhere in the Donation and started what became one of the leading livery stables in the Mile Square.³ It was Wood who first used the name “Chatham” in connection with present Chatham-Arch area. The name “Chatham” was associated in England with the name of a city. It was also known in the United States as the title of William Pitt the Elder, Earl of Chatham, popular in the American colonies before the American Revolution. It is not known why Wood chose the name—he may have been familiar with it in the above connections or as a place name in New York State.

John Wood called the present day 700 block of Park Avenue “Chatham Street.” The central feature of the plat, an open triangle at the juncture of present Walnut, Park, and Massachusetts, Wood named “Chatham Square.”

Wood’s efforts at subdivision were premature. The State fell into bankruptcy in 1839-40, leaving the ambitious canal system far from complete. The canal boom collapsed, leaving Indianapolis still isolated from the outside world. Wood’s Subdivision continued as farm land for at least another decade.

Just as John Wood probably anticipated a canal boom in the 1830’s, Abraham Bird undoubtedly foresaw expansion for Indianapolis a decade later in the completion of the Madison and Indianapolis Railroad, the first railroad to be finished to the state capital. Bird’s Subdivision of Outlot 178 (filed in August 1847) extended west of present Park Avenue to New Jersey Street and north of Wood’s plat to present 9th Street.⁴ Bird’s action was well timed; the railroad helped Indianapolis to grow into a city after 1847.

¹ Ignatius Brown, “History of Indianapolis from 1818,” in *Logan’s Indianapolis Directory for the Year Commencing July 1, 1868* (Indianapolis: Logan & Co., 1868), 3.

² Land Records Book G. p. 563, Marion County Recorder’s Office. (All Land Records and Plat Books cited hereafter are located in the Recorder’s Office.)

³ Berry R. Sulgrove, *History of Indianapolis and Marion County* (Philadelphia: L. H. Everts and Co., 1884), 152-53.

⁴ Land Records Book T, 628.

The railroad boom began in earnest in the present Chatham-Arch area in 1849, when William (Billy) Young filed an extensive plat designed for railroad use. Young, a prominent man of affairs in Indianapolis, had purchased Outlots 142 and 182 along with Oliver H. Smith, president of the Indianapolis and Bellefontaine Railroad Company, founded in 1843. The two men bought the tract with the expectation of the Bellefontaine Railroad building its passenger and freight depots there, thereby creating a lucrative real estate market in the environs.⁵

Accordingly, Young's plat provided for a central, five-acre "depot grounds," running east and west from present College to Park Avenues.⁶ Under a contract with Smith's railroad company, Young deeded the depot grounds to the Indianapolis and Bellefontaine Railroad for the nominal price of \$25. In 1851 the Railroad erected a "brick depot and shops" on the depot grounds for its passenger and freight business. Nevertheless, it soon became apparent that the center of rail traffic was to be in the vicinity of the new Union Depot, along South Street. When the Union Depot was completed in 1853, the directors of the Bellefontaine Railroad voted to move the line's freight depot and shops to Virginia Avenue and to join in the Union Passenger Depot. The railroad sold the old depot and grounds in Young's Subdivision to Joseph Farnsworth, who operated a "(rail) car factory" there from 1853 to 1859.⁷ During the Civil War, the government used the depot buildings for an army stable. Fire destroyed the stable buildings in 1865.⁸ In 1871 H. R. Allen replatted the old depot grounds as a residential subdivision (see below).

Although the Indianapolis and Bellefontaine Railroad depot and shops disappeared after only 15 years, several other features of Young's plat survived to shape the settlement of the Chatham-Arch area. Most important of all was Young's creation of a wide thoroughfare leading to the depot grounds from the north and south. This street, originally boasting a right-of-way of 100 feet at its southern end, Young called Broadway, a name that was carried northward in succeeding additions.

Another durable feature of Young's plat was the narrow lots that he laid out immediately north and south of the depot grounds. Young apparently expected shall shops, railworkers' houses, or both to be attracted to the depot. Nevertheless, no known merchants located in Young's Subdivision, and it was not until the 1860s and 1870s that workers and their cottages began to appear on the narrow lots of Arch and Vine (now 9th) Streets.

North of Vine (9th) Street Young provided more ample, 40-by-140-foot lots, intending apparently to provide for a residential suburb north of the railroad depot. In time, this design of Young's also partially came to pass. Some large residences were erected beginning in the 1860s north of 9th Street, close to what was then heavily wooded country. Nevertheless, cottages also continued to be built along Park Avenue and Broadway north to present 11th Street.

In addition to Broadway, William Young also contributed "Arch Street" to Chatham-Arch. All of Young's other street names have disappeared but were suggestive of fruits: Plum (College),

⁵ Gayle Thornbrough, Dorothy L. Riker, and Paula Corpuz (editors), The Diary of Calvin Fletcher, 7 vols. To date. (Indianapolis: The Indiana Historical Society, 1972-), 4:504-5 (1848-1852).

⁶ Plat Book 1, 7 and 41.

⁷ The Diary of Calvin Fletcher, 5:4-5 (note) (1853-1856).

⁸ Brown, 53.

Walnut (Park), Vine (9th), and Cherry (10th). Young's Subdivision was a large subdivision for its time, extending from St. Clair Street four-and-a-half blocks to the "Donation Line," north of present 10th Street. With some later modifications, the subdivisions shaped the development of much of the character of the Chatham-Arch district north of St. Clair Street.

Real estate activity began south of Massachusetts Avenue in July 1849. Two German immigrants, Christian F. Whismire, a cabinet and chair maker, and William F. Piel, a cooper, filed a plat for the land between Michigan Street, Noble Street (now College Avenue), North Street, and East Street.⁹ Whismire and Piel may have been anticipating the rapid expansion of the Mile Square's population into the agricultural donation lands to the east.

In a rapid succession, the remaining Donation lands east of the Mile Square were platted. In 1850 the real estate holdings of Samuel Goldsberry (d.1847) between Massachusetts Avenue and North Street were subdivided (Goldsberry's Heirs' Subdivision).¹⁰ The final piece of Donation Land in what is now Chatham-Arch was held in the early 1850s by Ovid Butler, owner of a large estate north of present 11th Street and founder-to-be of North Western Christian (now Butler) University. In 1854 Butler decided to take advantage of a discernable movement northward by the City's middle and upper-income residents. He filed a plat (Butler's Subdivision-Addition) for his holdings south of present 11th Street. The oddly shaped plat included outlot 179, the area between present 10th, 9th, East, and New Jersey Streets, and the half block north of the Donation line east to present College Avenue. The lots were 40 feet in width and 140 feet deep, in keeping with the suburban atmosphere Butler desired to stimulate.¹¹

Butler's Subdivision Addition was the final real estate subdivision to be laid out in the Chatham-Arch area before the Civil War. These early plats accomplished the Subdivision of nearly all the land now encompassed by the historic district and helped to define settlement patterns and the area's physical character. (For an outline of later plats, see Appendix C.)

CHATHAM-ARCH

Early Settlement – 1840s to 1861

Probably the first homes were erected in the earliest plat, John Wood's Subdivision (1836). Today, two small residences in the 700 block of N. Park Avenue (originally called Chatham Street) recall the earliest period of Chatham-Arch's history. A frame Greek Revival cottage at 727 N. Park Avenue may date to the 1840s, making it the oldest surviving building in the district. Across the street at 734 N. Park Avenue stands a small brick residence built by the John Koch family, dating probably to the mid-1850s. The Shawver-Heath-Moore House, a two-story frame residence with Greek Revival features, stood at 729 N. Park Avenue until its demolition in 1975.¹² It was probably built in the 1850s by John Shearer, a carpenter. It is probable that other houses that once stood in Wood's Subdivision along New Jersey, East, and Walnut Streets also dated to the 1840s and 1850s. In Young's Subdivision (1849), the houses that survive today along St. Clair, Arch, and 9th Streets belong to the post-Civil War period.

⁹ Plat Book 1, 29-30.

¹⁰ Probate Court Order Book 6, p. 116, City Microfilm Division.

¹¹ Plat Book 1, 231.

¹² Outlot Tract Books, Pioneer National Title Insurance Co., and selected Indianapolis city directories, 1885 to 1914.

A final area that very possibly experienced pre-war settlement lay south of Massachusetts Avenue, in Goldsberry's Heiars' and Wishmire and Piel's Subdivisions. The greater proximity of the southern two subdivisions to the Mile Square helped to attract new residents during the railroad boom of the 1850s. In particular, German immigrants, such as the Wishmires and Piel, settled in sizeable numbers east of the Mile Square.¹³

CHATHAM-ARCH

Civil War and Post-War Settlement – 1861-1895

Just at the point that the railroad construction boom had connected Indianapolis with most of the rest of the state and the Midwest, the Civil War broke out (1861). The war brought a great increase in commerce and population to the state capital. The city's central location in the State, coupled with its new rail lines and position as the center of Indiana's war effort, all brought a sizeable increase in commerce, industry, and population. For example, the population rose from 18,611 in 1860 to nearly 48,244 in 1870.¹⁴ Entrepreneurs and workers of all trades came to Indianapolis to seek their fortunes. The impact of this dramatic increase in the City's growth may be readily seen in the Chatham-Arch area.

In Young's Subdivision, workers' cottages of frame and brick construction filled the narrow lots along Arch, St. Clair, and 9th Streets during the 1860s and early 1870s. Some were built by construction artisans—carpenters, masons, plasterers, etc—for their homes, e.g., 602 Arch Street (c. 1860-66); the Matthias House, 614 Arch Street (1870-71); the Voorhees House, 668 Arch Street (1867); the Lane/Butler House, 645 E. 9th Street (1868); and the Fiscus House 614 E. St. Clair Street (1864). Others, including 619 E. St. Clair Street (c. 1870); 621 E. 9th Street (1871); and the Meier House at 606 Arch Street (1867), were built by carpenters, builders, or real estate agents for rental or resale to working class tenants.

Workers' cottages also sprang up on Chatham Street (now Park Avenue) and south of Massachusetts Avenue. By the mid-1870s, a belt of one-and-one-half-story cottages occupied by artisans, factory workers, and laborers extended along the east side of the Mile Square from Market Street north to 11th Street. As noted above, many of those early residents were German immigrants.

In addition to producing rows of workers' cottages in Young's Subdivision and in the subdivisions south of Massachusetts Avenue, the post-Civil War era was noted for the development of new "suburban" subdivisions and additions to the north of the settled areas of Indianapolis. In the Chatham-Arch area, the first major effort at laying out a spacious plat for homes of the well-to-do occurred in 1862, when Ovid Butler decided to subdivide the forest land lying south of his home. The plat, which Butler called College Corner, recalls the presence in 1862 of North Western Christian (now Butler) University at what is now 13th Street and College Avenue. The unusually large, 32,000 to 40,000-square-foot lots Butler visualized as being

¹³ For more information on the German settlement in the Eastside, see Lockerbie Square Historic Preservation Area Plan (Indianapolis: Indianapolis Historic Preservation Commission, 1978), 16-17.

¹⁴ George W. Geib, Indianapolis: Hoosiers' Circle City (Tulsa, Oklahoma: Continental Heritage Press, 1981), 27, 52.

suitable settings for substantial “suburban residences.” Most were subsequently subdivided into lots of more salable size. The original boundaries of College Corner ran between present 11th and 13th Streets and between Central and College Avenues. Today, the northernmost blocks of the addition may be seen north of Interstate 65 in the Old Northside Historic Area. Of the rest of Butler’s “suburban” plat, only the north side of 11th Street, in the Chatham-Arch area, survives. One of the few lasting features of the College Corner plat in Chatham-Arch was the southern border, which Butler named Christian Avenue (now 11th Street), probably in honor of the Christian Church (Disciples of Christ), in which he was an influential layman. Butler apparently intended Christian Avenue to be a southern promenade or boulevard for College Corner, in that he provided for an unusually wide, 80-foot right-of-way.¹⁵

Nearly a decade later, another suburban-styled plat made its appearance in William Young’s Subdivision. In the midst of the real estate boom that succeeded the Civil War, Dr. Horace R. Allen, founder of the National Surgical Institute in Indianapolis, purchased the five-acre, former railroad depot grounds and subdivided them. Allen intended to attract more substantial residences to his subdivision than had arisen on Young’s narrow lots to the north and south. Accordingly, Allen’s plat, filed in 1871, provided for 38-by-137 (or 145)-foot lots along its central street, Broadway, and on College and Park Avenues to the east and west.¹⁶

That Allen’s business intuition was sound is illustrated by the group of large, Italianate houses that still stand in the 800 block of Broadway. The Everson/Spahr House, 826 Broadway (1873); Webb House, 829-31 Broadway (1876); Everson/Noelke House, 830 Broadway (1873); and the Hazzard/Gillette House, 839 Broadway (1874) all were erected immediately following the filing of Allen’s plat. Most of these were built by professional men or businessmen for their own residences.

After the Civil War, prosperous businessmen also erected homes or rented existing homes along New Jersey and East Streets and along Park and College Avenues. Surviving examples on East Street include the Roberts/Fish House, 715-17 N. East Street (1865) and the Butterfield House at 712-14 N. East Street (1868). On College Avenue, two Italianate houses recall the post-Civil War era, including the Strong House, 922-924 N. College Avenue (1868), and the McGinnis/Thomas House, 920 N. College Avenue (1871).

The 800 block of Park Avenue, lying partly in H. R. Allen’s Subdivision, also attracted larger residences. Most of the remaining houses in the 800 block were built as rental homes and erected later, during the 1880s. Striking duplexes of the period include 837-39 N. Park Avenue (c. 1882-87); the house at 841-43 N. Park Avenue (1881); and the Lowes House at 847 N. Park (1881). William P. Jungclaus and his partner and brother-in-law, John A. Schumacher, erected their own matching residences at 831 and 833 N. Park (1883-84), near the site of their lumberyard.

In Ovid Butler’s suburban College Corner addition, larger homes of the wealthy were built from the 1860s to the 1890s. Unfortunately all have been demolished south of 12th Street. Butler’s other plat, his Subdivision-Addition south of 11th Street, saw the erection of both worker’s

¹⁵ Plat Book 2, 71.

¹⁶ Plat Book 3, 215.

cottages and middle-class houses after the Civil War. The area between 10th and 11th Streets became a transitional zone between the mixed income character of most of the Chatham-Arch area and the affluent nature of College Corner.

CHATHAM-ARCH **Early 20th Century – 1895-1920**

Residential Developments

Like the rest of Indianapolis, the Chatham-Arch area was affected in its rate of development by the health of the local economy. The boom enjoyed by the city after the Civil War lasted about ten years, until the Panic of 1873 struck the city. The rest of the 1870s saw much unemployment and labor unrest. Residential construction occurred mainly during prosperous periods. Although a few homes were built during the early 1880s, it was not until the discovery of natural gas created an economic boom in Central Indiana (1886) that home-building in Indianapolis began again in earnest. The new age of prosperity, interrupted briefly by the Panic of 1893, continued through the 1920s. It brought great increases in manufacturing and commercial enterprises to Indianapolis. The population of the city rose from 105,436 in 1890 to 314,194 in 1920.¹⁷

In the Chatham-Arch area, this period of great growth and prosperity brought considerable increase in population density. An unprecedented demand for housing brought a shift in the types of residences available in the neighborhood. Although building houses for rental was not new to the neighborhood, its dominance after 1890 in the construction of new housing was a new development.

One type of rental housing, the duplex, had been constructed in Indianapolis since before the Civil War. Beginning in the 1890s, the duplex began to be built in increasing numbers in Chatham-Arch. To the speculative builder, the duplex had the attraction of creating two rental houses on a single lot. To the prospective renter, the duplex offered an often spacious residence without all the responsibilities of ownership. Duplexes especially arose during the turn-of-the-century period north of 10th Street and along East Street and Park and College Avenues. Examples include the three duplexes erected by Henry Dollman at 1011-13 and 1015-17 Central Avenue and 505-07 E. 11th Street (all built in 1901) and 1002-04 N. College Avenue (c. 1910). Duplex construction remained profitable in the area through the 1920s and into the 1930s: three brick duplexes at 851-53, 855-57 and 859-61 N. Park Avenue all date to 1924-25.

Apartments and flats were two variations of another residential rental building type that appeared in the Chatham-Arch area (and the city as a whole) about 1900. Just as duplexes offered some reduction of home owning responsibility to families, the original apartment buildings frequently provided spacious rental units to couples or single individuals.

In the historic area, several buildings in particular recall apartment living in its first flowering. The Richelieu Flats, 440-448 and 450-458 E. North Street, and the Richelieu Apartments, 610 N. East Street, were built in 1905 and 1913 respectively as an investment by printer Joseph Ratti and his partners. John S. Spann & Company, one of the city's oldest real estate firms, constructed the Argyle Apartment Building, located at 600-622 Massachusetts Avenue, in 1911.

¹⁷ Geib, 90.

Fredohema Terrace, which was built in 1906 by prominent local builder William P. Jungclaus, is located at 726-728 N. East Street and originally contained 20 townhouse-type units. A smaller apartment building known as the Clifford Flats, 709 N. Park Avenue, contained six units at the time of its construction, although it was later subdivided.

Many of the new early 20th century duplexes and apartment buildings removed a previous generation of homes on the same sites. Smaller one or one-and-a-half story houses of the 1860s and 1870s often were razed to build the new, income-producing buildings. This particularly occurred in the northern section of the Chatham-Arch area, between 10th and 11th Streets, and on developing north-south thoroughfares, such as East Street and College Avenue. The result is that much of Chatham-Arch now appears to date only to the early 20th century, though its history is much older.

Churches in Chatham-Arch

The first two decades of the 20th century saw the erection of several substantial church buildings in Chatham-Arch. The congregations of the area experienced considerable growth during this period of general optimism and prosperity.

The oldest congregation in Chatham-Arch is also today the only remaining church from the area's early history. The Allen Chapel African Methodist Episcopal (AME) Church was started in a simple frame building in 1866 that still stands in remodeled form at 1017 Broadway. Allen Chapel possesses considerable historical significance to local black history, in that it was one of the first AME churches founded in Indianapolis. Moreover, it has continued at the same location for 116 years. Although a few members of the congregation lived in Chatham-Arch, most appear to have lived immediately east of Plum Street (now College Avenue); to the northeast, in the vicinity of Yandes Street, Columbia Avenue, and Martindale Avenue; or in the Indiana Avenue neighborhood northwest of the Mile Square.¹⁸

The former St. Joseph's Roman Catholic Church stands at North Street and College Avenue. St. Joseph's Parish was founded in a building at Liberty (now Park) and Vermont Streets to minister to German immigrants residing in the east side. In 1879-80 the parish moved to the present church building. As the number of parishioners grew, a rectory and parish hall was built on North Street and an academy on College Avenue (razed in 1997). The opening of new parishes, such as St. Mary's German Catholic Church at 317 N. New Jersey Street (1912) gradually sapped the vitality of St. Joseph's Church.

North of Massachusetts Avenue the former First United Brethren Church built two buildings. This congregation, which dated its existence to 1851, erected the first church building at 739 N. Park Avenue in 1907. Growth of the church during the teens made a much larger building necessary. In 1921 a much larger church was built at 704 N. Park Avenue. The erection of the new church less than a block away from the previous one suggests that in 1921 much of the congregation still resided in the Chatham-Arch area. The first church at 739 N. Park Avenue

¹⁸ Judge Kelly, First History of Allen Chapel AME Church (Indianapolis, 1916); selected Indianapolis city directors, 1867 to 1915.

was converted into a theatre in 1988. The second church at 704 N. Park was razed in 1997 due to advanced deterioration.

A major church located on the periphery of the Chatham-Arch area stands at North and New Jersey Streets. Built in 1913, Zion Evangelical United Church of Christ was in the early 20th century the leading Evangelical and Reformed church in the downtown. Its appeal was to German immigrants and their descendants who had been raised in the German Reformed Church. As such, its congregation came from all over the downtown and later the city.

Civic Improvements

As the near Eastside section of Indianapolis became an established residential area, its citizens sought civic improvements to adorn their rights-of-way. In the Chatham-Arch area, this spirit of improvement resulted in “street centers” (commonly known as esplanades) and public fountains.

The street centers logically went into one of the widest streets. With its 80-foot width, Christian Avenue (renamed 11th Street in 1893), had for a time served mule car tracks as early as 1871. With the founding of a municipal park system in the 1890s, much interest arose in providing “breathing spaces” in densely populated sections of the city. Accordingly, from Central to College Avenues, the street received six centers containing 13 flower beds. During the late 1890s a dozen varieties of flowers were planted in the esplanades during the warmer months.¹⁹ The street centers remained at least through the second decade of the 20th century but eventually were removed.²⁰

In an age in which people walked or traveled in horse-drawn conveyances, public fountains were essential features in public places. Chatham-Arch enjoyed two such conveniences. One stood at the intersection of 11th Street and College Avenue. The other was for a time the pride of the Chatham-Arch vicinity.²¹ The Nathan Morris Memorial Fountain was erected by friends of a popular Indianapolis attorney, who tragically killed in a fire in 1903.²² The fountain was erected in Chatham Place (originally “Square”), the triangle at Park Avenue, Walnut Street, and Massachusetts Avenue. Two sides of the fountain supplied water to pedestrians; the other two to horses.²³

With the advent of the automobile, the need for such utilitarian fountains decreased. The Morris fountain apparently also suffered the indignity of being rammed repeatedly by automobiles. At length, probably during the 1920s or 1930s, the City of Indianapolis removed it.²⁴

CHATHAM-ARCH

Years of Decline – 1940-1980

¹⁹ Third Annual Message of Thomas Taggart, with Annual Reports of the Various City Departments, to January 1st, 1898 (Indianapolis: Sentinel Printing Co., Printers and Binders, 1898), p. 237.

²⁰ Annual Messages of various mayors, 1897 to 1912.

²¹ G. Wm. Baist, Real Estate Atlas of Surveys of Indianapolis and Vicinity, Indiana (Philadelphia: G. William Baist, 1927), plan 8.

²² “Send Plan of Morris Monument,” Indianapolis Star, December 7, 1906, p. 3.

²³ “Nathan Morris Fountain,” Indianapolis News, June 19, 1909, p. 24

²⁴ William Herschell, “Indianapolis Has Fountains that Serve as Summer Oases Particularly for Those Destined to Stay on the Old Job,” Indianapolis News, July 16, 1938, part 2, p. 1.

The years since 1920 have brought changes in the nature and distribution of housing in the Chatham-Arch area. One of these changes had been at work since the turn of the century. The trend toward more rental properties had begun with the duplexes and apartment buildings already mentioned. During the “teens” an increasing number of single-family residences were converted into multiple-unit rental properties. Between the two world wars, the neighborhood became predominately rental in its residential sections. After World War II, the composition of the population became largely lower income, as middle class residents died or moved to newer neighborhoods.

Industrialization was a second major force at work during the Inter-War period. Virtually all of the 19th-century houses between Massachusetts Avenue and North Street disappeared, to be replaced by factories and small commercial buildings. Chief among these was the Real Silk Hosiery Mills complex, which at its height in the 1940s covered nine acres of land along College Avenue and became one of the largest silk hosiery factories in the United States. The surviving Real Silk buildings, erected from 1919 to 1926, have in recent years become recognized as historic in their own right, providing a character for the southern section of Chatham-Arch quite different from the original one.

For several churches of the area, the 1920s was a decade of continued growth. As noted above, the First United Brethren Church completed a new building in 1921. At 11th and Broadway, Allen Chapel A.M.E. Church erected the larger present building in 1927-29. For one large church of the Near Eastside, the 1920s brought decline. St. Joseph’s Roman Catholic Church continued to lose members to new parishes formed elsewhere in the city. After 1920, with the increased industrialization of the surrounding neighborhood, members began to move from the parish. In 1949 the Catholic Archdiocese closed the church, using the buildings for other purposes.

During the Depression, little new construction occurred in the Chatham-Arch area. An exception was the new Firehouse No. 8 at 636 E. 11th Street, constructed in 1932 by the City of Indianapolis to replace the original engine house on Massachusetts Avenue. Following World War II, the residential fabric of the area north of Massachusetts eroded. Deterioration in housing, urban renewal, new industrial and institutional buildings, and a demand for parking lots all were responsible for demolition of many pre-World War I houses of Chatham-Arch.

Chatham-Arch experienced its greatest period of development in the 1870s. Development continued until the late 1930s and early 1940s, when a trend of decline began that continued into the 1980s. The construction of Indianapolis’ inner loop segments of the interstate highway system in the 1960s dealt a strong blow to the area. In addition to the demolition of much housing for the highway’s right-of-way, Chatham-Arch became somewhat isolated from residential neighborhoods to the north and east by the barrier of the highways. Disinvestment and demolition occurred at a much faster rate coincident with this than at any other time in its history.

CHATHAM-ARCH

Reinvestment and Rebirth – 1980-Present

Although more than 140 historic buildings had been demolished in Chatham-Arch since 1968, urban pioneers began to come downtown to reclaim and restore some of the historic buildings in the 1980s. The federal government officially recognized the Chatham-Arch area's historical and architectural significance in March 1980 with the placement of the district in the National Register of Historic Places. This district is smaller than the "historic area" encompassed by the local Indianapolis Historic Preservation Commission (IHPC) preservation plan that was completed in March of 1982. This preservation focus in Chatham-Arch was launched in 1977 when the area was "discovered" through a countywide survey of historic resources conducted by IHPC. Under the auspices of the Historic Landmarks Foundation of Indiana, concentrated research was undertaken in 1978 which led to the National Register designation in 1980. This historic research also coincided with renewed interest in the area as demonstrated by the Chatham-Arch Neighborhood Association. This group was beginning to plan for the future of the area while attending to the immediate concerns of life in the neighborhood and they expressed interest to IHPC in the preparation of the historic area plan. The Riley Area Revitalization Program (now known as Riley Area Development Corporation) was created in 1979 to revitalize the area.

An article in the *Indianapolis Star* in September 1981 entitled "Two Near-Northside 'Islands' Join in Trend of Rebirth" began with the following quotation: "For years it was a dead-end zone of forgotten people who lived in crumbling buildings. It was the type of place you drove through to get somewhere else." But slowly and steadily during the last two decades of the 20th century, Chatham-Arch has benefited from an overall renewed development interest in downtown and from the unique historic living opportunities that exist in the neighborhood. In the 1980s, Renaissance Place condominiums, which are located on the western edge of the district, were constructed. Not only was new housing introduced into the area, but the development of Renaissance Place also proved that there was a market for downtown housing. Additional interest in downtown was spurred with the opening of Circle Center Mall in 1995, which breathed new life into all of downtown Indianapolis. However, by 1995, urban pioneers had already made an impact in the neighborhood by restoring historic homes, which subsequently spawned compatible infill development that attracted still others to the area. Since becoming a locally protected historic district in 1982, Chatham-Arch's built environment and quality of life has continued to develop and improve. The combination of new construction and renovation projects created a critical mass of energy and activity that truly transformed Chatham-Arch and downtown Indianapolis.

From 1990 to 2000, renewed interest in Downtown was making its impact in Chatham-Arch. According to census data, the median age of residents in the neighborhood dropped from 54 to 40. Changes were also evident in household incomes and the value of homes. Both figures nearly doubled over that 10-year-time-period. As of year-end 2005, Chatham-Arch is a mix of single-family homes and condominiums that range in price from \$150,000 to more than \$600,000.

As of this writing, new residential projects in Chatham-Arch include: the Waldorf at 704 N. Park (6 custom built brownstones priced at \$650,000); Broadway Lofts at 10th and Broadway Sts. (1 bedroom up to 2-3 bedroom condominiums priced from \$159,000-\$469,900); Lockerbie Park at

Michigan Street and College Avenue (approximately 95 condominiums priced from \$200,000 to \$400,000); Mill No. 9 at College Avenue and Walnut Street (84 condos priced from \$149,000-\$400,000); and Myron Place at 620 E. 11th Street (16 attached townhomes and 4 detached homes priced from \$279,000-\$289,999).

MASSACHUSETTS AVENUE

Distinctive Street layout – 1820-1860

Massachusetts Avenue is the primary commercial district that transverses the Chatham-Arch Historic Area in its southernmost portion. The Massachusetts Avenue district, however, extends beyond the Chatham-Arch district to the west by three blocks and to the east by about 1½ blocks. The entire Massachusetts Avenue district runs from Delaware St. and New York St. on the west to I-70 on the east – a length of seven blocks (300-900 Massachusetts Avenue). It began as a commercial area that mainly served the surrounding residential area. The lower leg of Massachusetts Avenue, extending to the intersection of East and North streets, was one of four original diagonals laid out in the 1821 Ralston plan of Indianapolis. The diagonals are a significant departure from an otherwise typical grid pattern. As Indianapolis grew beyond the bounds of the original Mile Square, the Avenue was also extended by approximately six miles. As it exists today, the commercial district was truncated at either end – first with the construction of I-65 in 1968 at the north end, and then in 1970 with the construction of the Indiana National Bank Tower (now Regions Bank), which eliminated the first (200) block of the corridor.

Although platted as early as 1831, documentation indicates that significant commercial activity didn't develop along Massachusetts Avenue until the early 1850s. Henry Bertlelsmann erected a grocery store (razed) at what is now 726-23 Massachusetts in 1855.²⁵ Evidence of a frame dwelling built in 1858 may be seen at the rear of 613-15 Massachusetts, and a brick residence built about 1864 stands to the rear of the Knauf Block, 707-11 Massachusetts. The Avenue was the most direct access to the Mile Square for those living in the northeastern portion of the Donation. From 1851 to 1853, it carried much passenger traffic to and from the Bellefontaine Railroad passenger depot in Young's Subdivision. With the conversion of the depot first to a factory and later during the Civil War to government stables, the traffic on Massachusetts must have increased, helping to lure additional merchants and residents to this section of the Avenue.

Like Chatham-Arch, Massachusetts Avenue also benefited from the population increase around the time of the Civil War. Increases in construction of both commercial buildings and homes occurred almost immediately after the outbreak of the war. During the 1860s and 1870s, Massachusetts Avenue became a natural location for neighborhood retail activities and small manufacturers. By 1870, the city directory listed a baker, blacksmith, carpenter-builder, cigar and tobacco manufacturer, hardware store, meat market, physician, stove and tinware shop, four grocers, two wagonmakers, and two saloons in the two-block section in Chatham-Arch alone. At this early date, 1870, the pattern of residents patronizing neighborhood merchants for basic household goods and services had already become firmly established.

With rapid population increases occurring to the north and south of Massachusetts Avenue and with new real estate additions opening up to the east and northeast of the Chatham-Arch area, a wave of substantial business "blocks" appeared on the Avenue. Those new, imposing masonry

²⁵ "Brothers Fear the Effect of the Broadway Opening," Indianapolis News, July 17, 1909, 7.

buildings provided space for merchant-tenants on the street level and living quarters for either merchants or sleeping rooms for boarders in the upper stories.

One of the most imposing “blocks” built during the decade was the McBride (later Chatham Place) Block, 706-10 Massachusetts Avenue. Built by Michael McBride in 1875 on a choice site overlooking Chatham Square, the Italianate block has dominated the 700 block of the Avenue since its construction. Its contemporaries from the 1870s included Bugbee’s Block at 625-27 Massachusetts Avenue (razed); the Van Vorhis (later Spades Place) Block, 635-41 Massachusetts Avenue (razed); the Knauf Block, 707-11 Massachusetts Avenue (1874); the Beck Block, 719-21 Massachusetts Avenue (1874); and the Moore Block, 760-76 Massachusetts Avenue (razed).²⁶ The growing importance of this portion of Massachusetts Avenue and of the residential neighborhood it served was demonstrated by the erection in 1871 of Fire Department Engine House No. 2 at 748 Massachusetts Avenue.

MASSACHUSETTS AVENUE

Early Development Around the Streetcar – 1860-1870

For Massachusetts Avenue, the presence of a streetcar line was important in stimulating the growth of commerce on the street and in making it the principal thoroughfare of the northeast portion of Indianapolis. First installed as mule cars in 1871, the streetcars underwent “electrification” in the early 1890s and continued to channel potential customers past Massachusetts Avenue stores until 1953.

Development of these streetcar lines was the single major factor in the conversion of Massachusetts Avenue from a mixed-use to a commercial corridor. Evidence of this transformation is visible in the handful of old residences which were converted into shops. Many remaining commercial buildings on Massachusetts Avenue date back to the 1870s and 1880s although most were erected in the early 20th century.

Early commercial buildings include the old Neerman Shoe Store at 731-733 Massachusetts Avenue built about 1865 and 609-611 Massachusetts Avenue, probably built around 1868 and used as a saloon. The Avenue continued to have a mix of residences and commercial buildings until a wave of commercial construction began in the 1870s. This second generation of building reached a peak about 1910, but continued well into the 1930s. Most of the structures were built for speculative purposes with businesses coming and going quite often.

MASSACHUSETTS AVENUE

Second Generation of Building – 1870-1950

The Massachusetts Avenue commercial corridor thrived from approximately 1870 to 1930 when it consisted of, for the most part, shops that catered to small retail operations and neighborhood services. The commercial activity extended generally only a half block deep and was surrounded by a residential base which relied on service-oriented establishments.

²⁶ “Public Buildings and Halls,” Swartz & Co.’s Indianapolis City Directory, 1876 (Indianapolis: Sentinel Company, Printers, 1876), pp. 624-26.

Because of the 45-degree angle along which Massachusetts Avenue runs, unique six-way intersections were created yielding triangular shapes of land where “flatiron” buildings were constructed to fit these irregularly shaped lots. An impressive flatiron building still stands at the corner of Massachusetts Avenue and New York Street, acting as a gateway to the district. The building, known as the Hammond Block, is a three-story red brick commercial Italianate structure that was built in 1874 and is listed on the National Register of Historic Places. Rezin R. Hammond built the structure but owned the building only one year before selling it to J. Swigart, a physician and surgeon, who used it as an office and residence. By 1886, a saloon operated by John Whitson occupied the building. Between 1886 and 1891, the Central College of Physicians and Surgeons utilized the upper floors. More recently, it was known as Budnick’s Trading Mart before renovation for office use in 1979 occurred. Today, it is used for lawyers’ offices.

The Argyle building at 600-622 Massachusetts Avenue, which now houses several retail tenants on the ground floor including Aesop’s Table restaurant, is another example of a flatiron building. Built in 1911, the Argyle originally contained 90 sleeping rooms located above 10 storefronts. Since its time of construction, the Argyle has experienced only minor exterior alterations. The structure was renovated in 1980 and now contains 46 residential units.

Located in the 700 block, Chatham Place was a significant early feature of the Avenue serving as a “town square” for the area. Chatham Place was created by the convergence of Massachusetts Avenue, Walnut Street, and Park Avenue and originally there was a horse fountain in the square. One of the remaining buildings that used to line this intersection is located at 706-710 Massachusetts Avenue (now a salon). Dating from 1875, this building’s unusual shape was dictated by the peculiar boundaries of the lot and the configuration of the Chatham Place intersection. The building extends along Massachusetts Avenue and wraps around Chatham Place to Walnut Street where it angles again into Park Avenue. The Chatham Place building is a three-story brick structure with a street level arcade of arches supported by cast iron columns that first housed a harness and saddle manufacturer. A variety of other businesses including a druggist, bicycle shop, and cigar manufacturer have used the building.

The original fire station in the district is located at 633 E. St. Clair Street and 748 Massachusetts Avenue and was built in 1871. Although it has been altered over the years, it now houses a fire museum and the Indianapolis Firefighters Union and often serves as a public meeting space.

The 400 block of Massachusetts Avenue is composed entirely of Avenue-typical storefront vernacular buildings. Dating back to the 1880s, the north side of the block will play a major role in revitalization efforts in the late-20th century. At the southern point (the intersection of Alabama Street and Massachusetts Avenue) is one of the oldest buildings on the block. Built in 1887, the Old Point Tavern, located at 401-403 Massachusetts Avenue, is a three-story brick commercial structure. The c.1900 building at 421-447 Massachusetts Avenue is another three-story structure that housed storefronts at street level and residential flats above. The 1914 City Directory shows that at that time an electrical contractor and chandelier supplier, the Globe Soap Company, and R.W. Magee Co. “Suppliers of Deformity Apparatus, Trusses and Artificial Limbs” were located within the building. Along the remainder of the block in 1914 would be found Edward Foster’s saloon, A. Van Treese & Co. Wallpapers, V.C. Wolf’s saloon, H.A. Graffon’s Printing Company, Isaac Prince’s Grocery, and a millinery shop. All of the above

reflect what was the typical pattern along the Avenue: small single proprietor shops that serviced day-to-day needs and provided employment opportunities for nearby residents.

The history of the commercial activity along Massachusetts Avenue indicates that most of the shops were relatively short-lived. Exceptions to this rule include the Christian Neerman Shoe Store (731-33) which operated from 1865 to 1928; the Budnick Trading Mart (301/Hammond Block) which operated for 40 years; and two of the oldest family-run businesses in the city: Stout's Shoes (318) and Jungclaus-Campbell Construction Company (825) which still exist and have a combined history of service along the corridor of more than 200 years. A visit to Stout's Shoe Store recalls the flavor and outlook of the original shop that opened there in 1886. The store is one of the few in downtown Indianapolis that has continued and prospered in its original location for more than a century.

Jungclaus-Campbell Construction Company was started in 1895. As a builder of all types of structures – residential, office, public, and industrial – Jungclaus-Campbell was responsible for building such important Indianapolis landmarks as the former English Hotel and Theatre, the Murat Temple, the Real Silk Hosiery Mills, the Coca-Cola Bottling Company, Merchants National Bank, the Circle Tower Building, the Columbia Club, and several public schools. Today, the Jungclaus-Campbell complex still includes several buildings which house offices, a planning mill, and warehouse and storage space.

The sustained period of prosperity enjoyed in Indianapolis from the early 1890s to World War I resulted in the gradual transformation of Massachusetts Avenue from a mix of retail buildings and dwellings into a solid commercial district, capable of attracting customers from areas beyond Chatham-Arch. Although the number of merchants in the 600 and 700 blocks of Massachusetts Avenue actually declined after reaching a high point about 1890, the prosperous nature of the period manifested itself in replacing dwellings with new commercial buildings and with new mixed apartment and commercial “blocks.”²⁷ Examples of new commercial buildings included the former Massachusetts Avenue Stables, 750 Massachusetts Avenue (1894); 637 Massachusetts Avenue (c. 1910); and 745-47 Massachusetts Avenue (1912). Commercial buildings also began to appear at other locations in the area. At 11th and College, August Buschmann erected the Buschmann Building, a three-story edifice providing space on the street level for Buschmann's plumbing supply business and in the upper stories for apartments. Later, in 1916, the Walbrook Building provided apartments and a drugstore on the northwest corner.

In 1906, George J. Marott, a prominent local entrepreneur, built a five-story structure at 340-358 Massachusetts Avenue in an attempt to create a new retailing center that could rival the downtown. His thinking was that the heavy traffic that rolled by on the streetcar and interurban lines would provide customers. *Hyman's Handbook of Indianapolis, An Outline History*, published in 1909, touted Massachusetts Avenue as the new shopping district:

“The most remarkable improvement in Indianapolis in recent years has been made in the territory embraced north of Ohio Street on Massachusetts Avenue. This avenue is the

²⁷ R. L. Polk and Co., *Indianapolis City Directory* (Indianapolis: R. L. Polk and Co., 1890, 1895, 1900 and 1914 editions), “Classified Business Directory” for each year.

great artery that taps the most populous section of the city and surrounding territory, and more people travel this thoroughfare than any other. Realizing the needs of a suitable building for department store purposes and one that would meet the growing demands of this busy avenue, Mr. George J. Marott erected in 1906 one of the largest and most commodious buildings in the city at Nos. 342 to 358 Massachusetts Avenue. It is a five-story and basement structure with all the latest improvements necessary to modern store construction, and its great expanse of front is the largest in the city for the display of merchandise. The store contains one of the largest and most complete stocks of everything from edibles and wearables to home furnishings in the state. To enable one to get a proper estimate of the value of the location of the Marott Department store, which marks the heart of the new shopping district of Indianapolis, consideration must be given to the enormous traffic that passes its doors. Seven of the most important street car lines, tapping the most populous section of the city to the north and northeast and five interurban lines bring their passengers to this building.”

Unfortunately, by 1919 the store was no longer successful and it closed. The building stood vacant for much of the 20s and 30s until the federal government purchased it in 1935 to house the U.S. Resettlement Administration and, later, the U.S. Farm Security Administration. Today, it still home to other office users. George J. Marott went on to make an impact elsewhere in Indianapolis with the construction of the Marott Hotel at Meridan Street and Fall Creek Parkway.

Commercial enterprises were not the only activity along Massachusetts Avenue. A large residential population lived here, mostly in flats above shops or in apartment buildings. The majority of apartment buildings or “flats” in the district were built to house transient residents. Most of the units, such as those in the Argyle building at 600-622 Massachusetts Avenue (described above), consisted of sleeping rooms that rented on a weekly basis. The Richelieu, a three-story brick apartment building built in 1904 still stands at 440 E. North Street. An addition to the building was made in 1913. Buildings with commercial uses on the street level and apartments above were common in the district and still are today – although many residential units are now used for offices. The Baker Apartments (now the Massala Building), located at 335-345 Massachusetts Avenue is an example of this type of building. Other apartment buildings along the Avenue included the Coredgeo Flats, 626 Massachusetts Avenue (razed); the Gassaway Block, 739 Massachusetts (razed); and the Milligan Block, 755 Massachusetts (razed).²⁸

Although the Avenue is characterized by commercial and mixed-use structures, two significant buildings existing just off the corridor (but are included in the district). The Athenaeum and the Murat Temple both began as large-scale institutional, meeting, and entertainment uses.

Das Deutsche Haus, as the Athenaeum was formerly known, was built as one of the finest German clubhouses in the country. It is the result of a resolution passed by the Socialer Turnverein of Indianapolis in 1891 to build a larger facility. The Socialer Turnverein Society was formed in 1851 in Cincinnati for the purposes of promoting physical activities and endeavors through gymnastics, music, and other forms of recreation and encouraging the practice of the German language and customs in the United States. A building association was founded

²⁸ Polk, 1914 City Directory, 1724-25.

and incorporated with a capital stock of \$100,000, which was later increased to \$160,000 and land was purchased at the southeast corner of Michigan Street and Massachusetts Avenue. Before the building operations began it became evident that the time was right to build a club house large enough to accommodate the Turnverein and other German literary, musical and dramatic societies. The Athenaeum (a National Register building) was designed by Indiana's first licensed architect, Bernard Vonnegut, and was built in two phases – the east part of the building is German and the west is Renaissance. The older section (1893) is built of dark red brick and has two distinctly styled towers. The Renaissance section (1897) is elaborately detailed but constructed of the same red brick. In pursuance of the plan of the builders, Der Deutsche Klub, a social club, was organized upon completion of the first building. Der Musikverein was founded in October, 1897, and in 1899 these two clubs were merged under the name of Der Deutsche Klub and Musikverein of Indianapolis. Throughout the building decorative shields bear the initials “D-H” for “Deutsche Haus,” as the building was known prior to the intense anti-German sentiment that occurred during World War I. The Athenaeum is now home to the YMCA, Rathskeller Biergarten and Kellerbar, and the American Cabaret Theatre.

Located at the intersection of Massachusetts Avenue and Alabama and Michigan Streets (to the northwest of the Athenaeum), the Murat Temple is one of the most unique buildings in Indianapolis. The corner stone for the original temple was laid March 13, 1909, on the twenty-fifth anniversary of the charter of Murat Temple of the Mystic Shrine. Designed by Oscar D. Bohlen, the building is a four-story Middle Eastern-styled building with turrets and stained glass windows. Contrasting yellow and brown brick banding encircles the building. Intricately designed terra cotta trim surrounds the doorways, arches, and windows. On the south facade is a tablet that reads “A.A.O.N.M.S.” which stands for the Ancient Arabic Order Nobles of the Mystic Shrine. A tower at the southeast corner rises 208 feet above the street making the Temple visible from beyond the Avenue. For most of Indianapolis, the most familiar aspect of the building is its theatre that opened on February 28, 1910. At that time, the theatre was considered the most modern such facility in the region. The worst seat in the house offered an 82% view of the stage. As a Schubert-managed theatre many prominent popular entertainers performed at the Murat including Marie Dressler, the Marx Brothers, Fanny Brice, and Eddie Cantor. A 1922 addition on the north of the building designed by Rubush and Hunter, houses the Egyptian Room which was modeled after the tomb of King Tutankhamen. A later addition dating from 1968 consists of concrete facades; to the north there is a large tiled mural of three Arabians crossing the desert. Two-color brick banding, identical to that on the first building, helps to bring continuity to the three structures. The Indianapolis Symphony Orchestra called the theatre home for 300 years before the construction of Clowes Hall. Today, it still attracts popular entertainers and Broadway-style musical productions to its 2,000-seat theatre.

Another Rubush and Hunter design, the former Coca-Cola Bottling Company at 858-868 Massachusetts Avenue may be the finest collection of Art Deco buildings in Indianapolis. William P. Jungclaus Construction Company built the first section of the plant in 1931 at a cost of \$354,888. Successive additions occurred in 1941 and 1949-50. Garage facilities were built in 1932, 1938, 1941, and 1954. By 1954, this was the largest bottling plant in the world, turning out 2,352,000 bottles of Coca-Cola weekly and employing 260 people. However, within 10 years of its period of peak operation, the bottling works became outdated. In 1968, the Indianapolis Board of School Commissioners purchased the complex. The plant has undergone

remarkably few alterations despite its dramatic change of use to a warehouse and central kitchen for the Indianapolis Public Schools.

MASSACHUSETTS AVENUE

Mid-Century Decline – 1940-1980

In the early part of the 20th century, the storefront vernacular buildings described above created a continuous urban wall along the street, screening from view the residential neighborhoods a half block away. Today, demolition has taken its toll. Surface parking lots dot the area; however, enough of the fabric remains – particularly in the 300, 400, 600, and 700 blocks to provide a window to the former bustling shopping district that once existed there. Built intrusions into the district also exist and present a different architectural and land use story than was historically found on the Avenue. Small one-story commercial structures at 637 and 901 Massachusetts Avenue were built in the 1950s and 60s. Perhaps the most dramatic intrusions are in the 500 block, where the fire station and the John J. Barton Apartments provide a marked break in the pedestrian-oriented storefront fabric.

The John J. Barton Apartments for the Elderly were constructed in 1968 and 1971 for the Indianapolis Housing Authority. The apartments, which were heavily praised in architectural journals in the late 1960s, were designed by architect Evans Wollen and are examples of Modernist architecture. These senior apartments were some of the earlier public housing structures in Indianapolis. The 20+story tower building alone contained 247 housing units when it was first constructed in 1968. The tower's double-loaded corridor plan, which allows for an effective economical use of space, is revealed on the exterior by the projecting stair towers at both ends of the concrete structure. The tower was sited well back from the Avenue so that a landscaped 'front yard' is exposed to passing motorists. Although this site plan was described in *Forum* magazine as creating a type of public square with buildings around it, the effect on the Avenue was one of disruption to the continuous storefront character. A second apartment building was physically connected to the original tower and actually spanned over East Street. The "bridgelike" apartment building was removed in 1994 – much to the dismay of local architects who felt that the proposed alterations "represent a drastic change to the building." The 500 block of Massachusetts Avenue had already been impacted by the construction of the fire station on the north side of the street. The fire station is also set back from the street providing needed access for large fire trucks. However, an existing building at the south end of the block, which houses the Firefighter's Credit Union, has an historically appropriate footprint although its façades have been significantly altered through renovations.

The changes above occurred amid other dramatic changes along the Avenue. Also in 1968, I-65 was constructed, which disrupted the northward continuation of the Avenue. Then, in 1970, the first block of the corridor was completely eliminated with the construction of the Indiana National Bank Tower (now the Regions Bank building).

MASSACHUSETTS AVENUE

Commercial and Mixed-Use Revitalization

In the 1980s and 1990s, a number of buildings in the district underwent renovation projects, including the following: the former Christian Meyer Building at 314-16 Massachusetts Avenue (built 1872-3) was rehabilitated in 1983; the Hammond Block at 301 Massachusetts Avenue

(built 1874) was renovated in 1980; the Marott Center at 342 Massachusetts Avenue underwent renovations in 1986 and the Oxford Building at 316 E. Vermont was rehabilitated in 1990. In-fill development also took place during that same period, including Three-S Reproductions, located at 643 Massachusetts Ave., was built in 1992 and Dean Johnson Gallery, at 646 Massachusetts Ave., was constructed in 1996. Although the new construction, these buildings are built to a similar scale and mass as other historic buildings along Massachusetts Avenue and compliment the historic character of the area.

By 1990, although investment had been occurring, development was still “a little spotty on the wide street” – this according to a 1990 article in Nuvo. O’Malia’s Grocery store at the west end (actually at 320 N. New Jersey Street) had sparked development all over downtown although vacancies and “for lease” signs were common on the east end. Young and Laramore Advertising, a younger agency with a reputation for spotting trends, renovated the historic building at 409 Massachusetts Avenue for its offices. The American Cabaret Theatre relocated from New York City to make its home in the district in the Athenaeum in 1990. At that time, the budding art district was making a new name for itself – away from the strip clubs and boxing gyms that characterized in only eight years earlier. Galleries were starting to spring up and “destinations” such as Stout’s Shoes of one type and the Chatterbox jazz club were anchors along the corridor.

In fact, these anchors were gaining such a reputation as to attract visitors from beyond Chatham-Arch or even Indianapolis. In December 1989, Rolling Stones’ lead singer Mick Jagger and guitarist Ron Woods, who were in Indianapolis to perform a concert, came to the Chatterbox to hear live music. But members of the Rolling Stones weren’t the only first famous people to grace the Chatterbox. Dennis Hopper came in during the filming of *Hoosiers*. Lou Rawls came in while in town for a concert. Once Liza Minelli’s band stopped by and sat in with the musicians. Christopher Lloyd often visited the Chatterbox during the filming of *Eight Men Out*.

By the mid-1990s, Massachusetts Avenue (now fondly referred to as “Mass Ave”) had benefited from City planning attention through studies of the Northeast Quadrant of downtown Indianapolis. The vision for the Avenue at that time was described as follows:

A commercial corridor featuring continuous fully merchandised storefronts, pedestrian friendly sidewalks, and historic streetscaping. Newly constructed in-fill buildings that complement the existing urban design have replaced surface parking lots. Greenspaces soften the urban setting and link the commercial areas with residential neighborhoods.

Additionally, the Riley Area Development Corporation (RADC), in conjunction with Indianapolis Downtown, Inc., began steering commercial development through the preparation of the Massachusetts Avenue Commercial Development Plan. RADC had been impacting the area with its housing renovations projects since the late 1970s, and had recently become a commercial landlord through the renovation of the former Davlan Hotel in the 400 block of Massachusetts Avenue. The Davlan now provides 50 residential apartments in its upper floors and ground floor retail space that houses a Starbucks and a gift shop called At Home in the City/Silver in the City. Because RADC utilized federal funding for the project, 36 of the 50 new apartments are reserved for low- and moderate-income residents.

In recent years, investment interest has continued along Massachusetts Avenue. The Scholars Inn restaurant opened in a renovated building at 725 Massachusetts Avenue in August of 2002. This 310-seat, two-story restaurant has two custom bars, two private dining spaces, and an outdoor back patio with a fireplace. At the time of this writing, a significant mixed-use building is under construction at 757 Massachusetts Avenue at the intersection of College Avenue. The building, which replaces a modest one-story structure that formerly housed a Hook's Drugstore and the popular local Abbey Restaurant for many years, will contain 24 condominium units and retail space. Condominium prices will start at \$290,000 and exceed \$1,000,000.

In 2003, Massachusetts Avenue was designated as one of Indianapolis' six cultural districts, due to its concentration of art galleries, performing arts theatres, eclectic shops, and public art. The historic commercial buildings fronting the corridor house a variety of businesses, public services, offices, residential, and mixed uses. Today, the street experiences a high amount of pedestrian and vehicular traffic. Sculpture, painting, photography, and architecture draw people to Massachusetts Avenue. Nine art galleries offer a variety of art media, including glass, paintings and sculpture. Outdoor art is scattered along the Avenue. *Viewfinders* (by Eric Nordgulen), one of the four permanent public sculptures, marks the gateway into the Avenue. Rotating pieces change twice a year and are for sale after their public installation.

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Building Significance Map

Chatham-Arch & Massachusetts Avenue Historic Area



-  Historic Area Boundary
- Historic Status
-  Contributing Historic
 -  Contributing Non-Historic
 -  Noncontributing Historic
 -  Non-Contributing Non-Historic

100 0 100 200 300 Feet



June 2006

Produced By: The Indianapolis
Historic Preservation Commission

Data Source: The City of Indianapolis
Geographic Information Systems

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.



EXISTING CONDITIONS



Located at 739 N. Park Avenue in the Chatham Arch neighborhood, the First United Brethren Church was constructed in 1907 and designed by the prominent Indianapolis architecture firm of Rubush and Hunter. The structure was actually the fourth church erected by the congregation, who occupied the building until 1922. From the 1920s – 1980s, the church housed a number of different congregations including the St. Stephen’s Missionary Baptist Church. In 1988, the structure was converted into the Phoenix Theatre. Photo taken 1912.

EXISTING CONDITIONS

The purpose of this section is to give a snapshot view of the general conditions existing within the Chatham Arch & Massachusetts Avenue Historic Area at the time this plan was developed and adopted. Although many houses in Chatham-Arch and commercial buildings along Massachusetts Avenue have been preserved and restored, some structures have yet to undergo rehabilitation. Several large vacant lots exist along Massachusetts Avenue, and their future redevelopment is highly anticipated based on the burgeoning downtown real estate market. In addition, several industrial sites and vacant lots just east of College Avenue have similar redevelopment potential as those sites along Massachusetts Avenue. Documenting the existing conditions in Chatham-Arch and Massachusetts Avenue will help measure the change that occurs in the future.

EXISTING LAND USE

The Chatham-Arch and Massachusetts Avenue Historic Area contains approximately 591 parcels and 341 buildings. The parcels and structures are home to an array of land uses from single family homes to industries, vacant lots to residential towers.

The predominate land use in the Chatham-Arch portion of the Historic Area is single-family, two-family and multifamily housing. However, a number of non-residential and special land uses are scattered throughout the area. These uses include office and retail businesses, education and religious institutions, light industry, bed-and-breakfasts, a theater, and some mixed-use structures. Some of these land uses are long-standing and compatible with the Chatham-Arch neighborhood. Others are recognized as intrusions into the neighborhood and disrupt its general residential character. These intrusions include industrial businesses and a veterinarian office on East 11th Street; office buildings and a child care facility on North East Street; and an office building and a theater on North Park Avenue. Although these land uses interrupt the solidly residential character of the area, most are currently operated in a manner that does not unduly disrupt the day-to-day life of the district's residents. However, these incursions are not in the long-term interest of the neighborhood and this plan seeks the future redevelopment of these sites for residential uses.

The structures along Massachusetts Avenue serve a variety of uses, including retailing and personal service, office, residential, government and other public and semi-public uses. Surface parking lots can also be found fronting on the avenue.

The land east of College Avenue is predominantly used for light and heavy industrial uses, although some governmental, residential and office uses are scattered throughout this area. This area east of College Avenue also includes the large parcel of land that contains the former Coca-Cola Bottling facility. This land is currently owned and utilized by the Indianapolis Public School Corporation and is categorized as a semi-public use.

Vacant lots, many of which are buildable, are scattered throughout the historic area and comprise approximately 15% of the land use. Several large surface parking lots exist throughout the historic area and also present development opportunities. Approximately 41 parcels, or 14.5% of the total historic area, are dedicated for parking uses.

Existing Land Use Map

Chatham-Arch & Massachusetts Avenue Historic Area



- Historic Area Boundary
- Historic Area Buildings
- Existing Land Use**
- Single-family Residential
- Two-family Residential
- Multi-family Residential
- Bed & Breakfast
- Commercial Retail and Service
- Commercial Office
- Mixed Use
- Religious
- Public and Semi-Public
- Government
- Industrial Use
- Parking Lot/Garage Structure
- Vacant Land

100 0 100 200 300 Feet

May 2006

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Data Source: The City of Indianapolis
Geographic Information Systems

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EXISTING ZONING

The Chatham-Arch & Massachusetts Avenue Historic Area contains the following zoning districts:

C-1	–	Office-Buffer Commercial District
C-2	–	High-Intensity Office-Apartment Commercial District
C-4	–	Community-Regional Commercial District
CBD2	–	Central Business District 2
CS	–	Special Commercial District
D-8	–	Single, Two-Family and Multifamily Residential
D-10	–	High-Intensity Multifamily Residential
I-3-U	–	Medium Intensity Urban Industrial
SU-7	–	Special Use Charitable/Philanthropic Institutions
SU-9	–	Special Use Government
SU-18	–	Special Use Light or Power Substation

For complete information about permitted uses and development standards, consult the Marion County Zoning Ordinance. Copies of the zoning ordinance may be obtained from the following:

- Office of Current Planning, 1821 City-County Building, 200 E. Washington St., Indianapolis.
- Via the internet at <http://www.indygov.org/eGov/City/DMD/Planning/Zoning/municode.htm>.

C-1 – The C-1 Office-Buffer Commercial zoning classification is applied to approximately 19 parcels in the historic area, which are mostly located along E. 10th St. and College Ave. While the majority of these parcels are vacant lots, three parcels are occupied by historic houses and used for residential purposes.

C-2 – One parcel in the historic area is zoned C-2 High-Intensity Office-Apartment Complex. The historic Firehouse No. 8, located at 636 E. 11th St., was converted into a single-family residence. The current zoning classification does not permit single-family residential uses, however the C-2 classification is not inappropriate for a structure of this type and location.

C-4 – Parcels zoned C-4 Community-Regional Commercial are found in four locations within the Historic District. Two and one-half C4-zoned parcels are located at the intersection of Massachusetts Avenue, College Avenue, and St. Clair Street. A grouping of three parcels located at the intersection of Walnut and East streets are appropriately zoned C4 for the Bed-and-Breakfast that operates on the site. Three parcels at Alabama and Michigan streets are also zoned C4. Two of these parcels are vacant while the third contains a commercial structure. The C4 zoning district can be found along much of 11th Street throughout the Historic District. The zoning and the land uses in this area frequently do not correspond which may create issues as the area continues to redevelop.

CBD2 – Central Business District 2, which is an urban commercial zoning classification used in the Mile Square, is applied to the majority of properties fronting Massachusetts Avenue. This zoning category permits a wide variety of land uses.

CS – Eleven and a half parcels are zoned CS, which is a special commercial zoning classification that permits a unique combination of land uses, including commercial and non-commercial, within a planned development. This classification is currently applied to the Zion Evangelical Church, the Richelieu Apartments, and several structures along East Street.

D-8 – The D-8 zoning classification, which legally permits single, two-family and multifamily housing, covers much of the residential core of Chatham-Arch. This zoning classification is a result of an IHPC initiated mass rezoning in 1992 that rezoned much of Chatham-Arch's core from D-10 (high-rise residential) and CBD-2 (central business district) to D-8. The mass rezoning was executed only after receiving property owner consent.

D-10 – Some areas of Chatham-Arch still retain the D-10 zoning classification, which is intended for high-rise multifamily development. This classification applies to properties along the north side of E. 10th St. and the east side of East St., and includes single, two-family and multifamily housing, commercial businesses, and two churches. The D-10 is also applied to the former Real Silk Hosiery Mills, which were converted into condominiums.

I-3-U – Most of the land east of College Ave. and south of Massachusetts Ave. is zoned I-3-U for medium-intensity urban industrial uses. Although this area contains a few historic houses for which this classification is inappropriate, the I-3-U classification is generally appropriate for this area based on the existing industrial and manufacturing land uses.

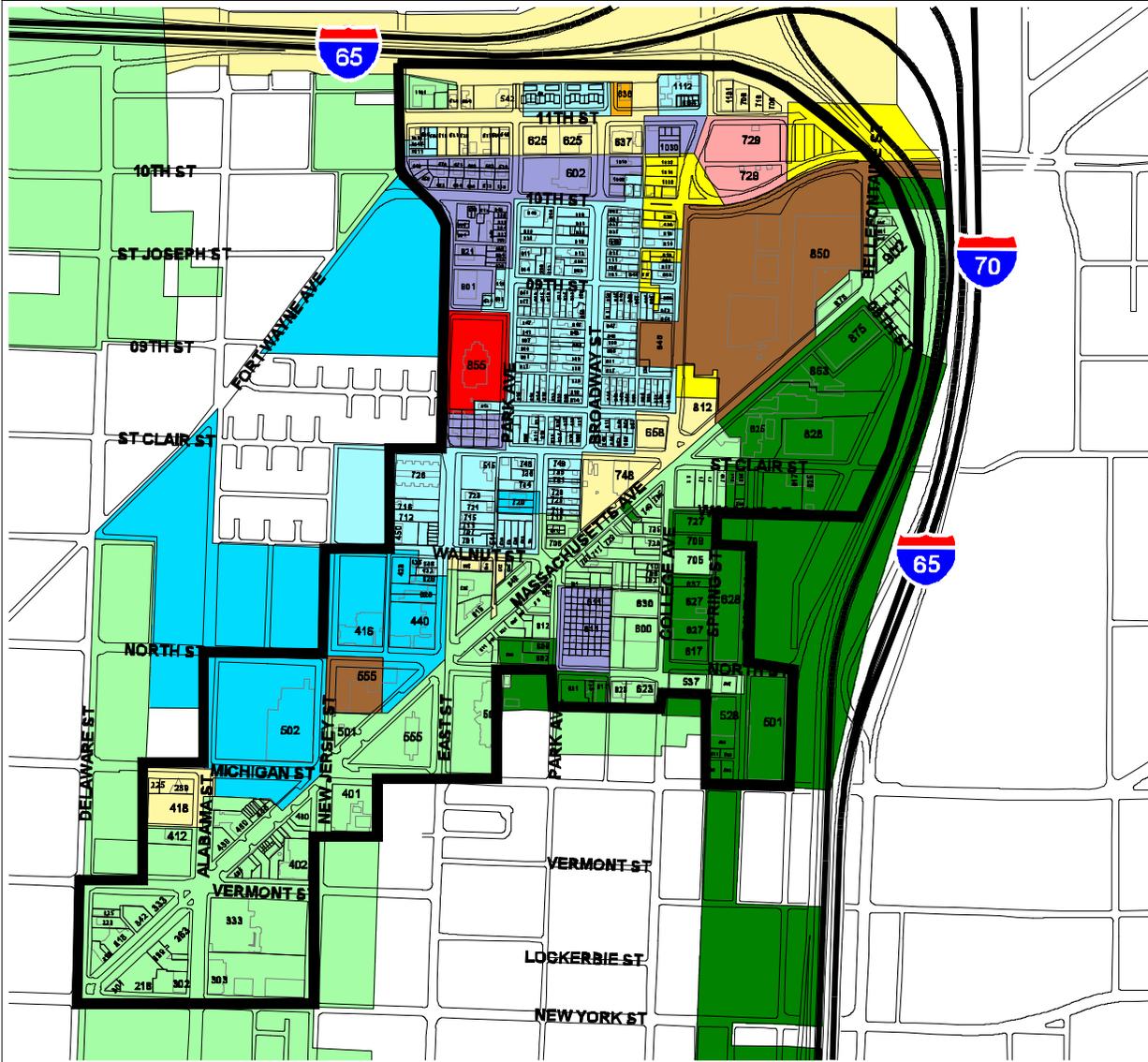
SU-7 – One parcel, occupied by the Day Nursery Wiles Center at 855 N. East St., is zoned SU-7, which is a special use charitable and/or philanthropic institution zoning classification.

SU-9 – The SU-9 Special Use Government classification is applied to 2½ parcels. Two of these parcels are owned and occupied by the Indianapolis Public School system and include the former Coca-Cola Bottling Company. The remaining ½ parcel is owned and occupied by the Indianapolis Fire Department.

SU-18 – Two parcels have the special use classification SU-18 Light or Power Substation. The parcels are located along E. 10th St. and contain a power substation.

Existing Zoning Map

Chatham Arch & Massachusetts Avenue Historic Area



- Historic Area Boundary
- Historic Area Buildings
- Existing Zoning Classifications
- C1 - Office-Buffer Commercial
- C2 - High-Intensity Office-Apartment Commercial
- C4 - Community-Regional Commercial
- CBD2 - Central Business District 2
- CS - Special Commercial
- D10 - High Intensity Multifamily
- D8 - Single, Two-Family and Attached Multifamily
- I3U - Medium Industrial Urban
- SU18 - Light or Power Substation
- BU7 - Charitable/Philanthropic Institutions
- BU9 - Government Uses

100 0 100 200 300 Feet

May 2006

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Geographic Information Systems

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EXISTING EXTERIOR BUILDING CONDITIONS

In November 2004, a drive-by survey of exterior building conditions in Chatham-Arch, as seen from the street or sidewalk, was performed by IHPC staff. In November 2005, that survey work was updated by consultants and supplemented with conditions information regarding buildings along Massachusetts Avenue. Based on this visual analysis from the street, each primary structure was rated in one of the following categories:

<u>CATEGORY:</u>	<u>DEFINITION:</u>
Sound Condition	Historic structures or new infill construction that generally appear well maintained and in good condition for its use.
Minor Deterioration	Historic structures or new infill construction that appears in adequate condition for its use, or could be made so with minor maintenance or repairs.
Major Deterioration	Historic structures or new infill construction that exhibits an overall lack of maintenance resulting in deterioration that, if left untreated, could affect the structural integrity of the building.
Severe Deterioration	Historic structures or new infill construction that exhibit serious neglect and significant lack of maintenance requiring substantial structural repair and/or replacement.

The majority of buildings in the Chatham-Arch and Massachusetts Avenue are in sound condition. The table below and the map on the following page provide a numeric and geographic inventory of buildings according to their exterior conditions.

RATING	NUMBER OF BUILDINGS	PERCENT OF BUILDINGS
Sound Condition	223	82%
Minor Deterioration	38	15%
Major Deterioration	7	3%
Severe Deterioration	0	0%
TOTAL	268	100%

In the time since the original Chatham-Arch Historic Area Preservation Plan was adopted in 1982, the overall condition of the buildings in the Chatham-Arch neighborhood has improved dramatically. The following table represents only those structures within the boundary of the 1982 plan.

1982 RATING	NUMBER OF BUILDINGS	PERCENT OF BUILDINGS
Excellent	14	8%
Good	56	30%
Fair	104	56%
Poor	12	6%
Total	186	100%

Existing Exterior Building Conditions

Chatham-Arch & Massachusetts Avenue Historic Area



-  Historic Area Boundary
- Historic Area Buildings
- Existing Exterior Building Conditions
-  Sound Condition
-  Minor Deterioration
-  Major Deterioration
-  Severe Deterioration

100 0 100 200 300 Feet

June 2006

Produced By: The Indianapolis
Historic Preservation Commission

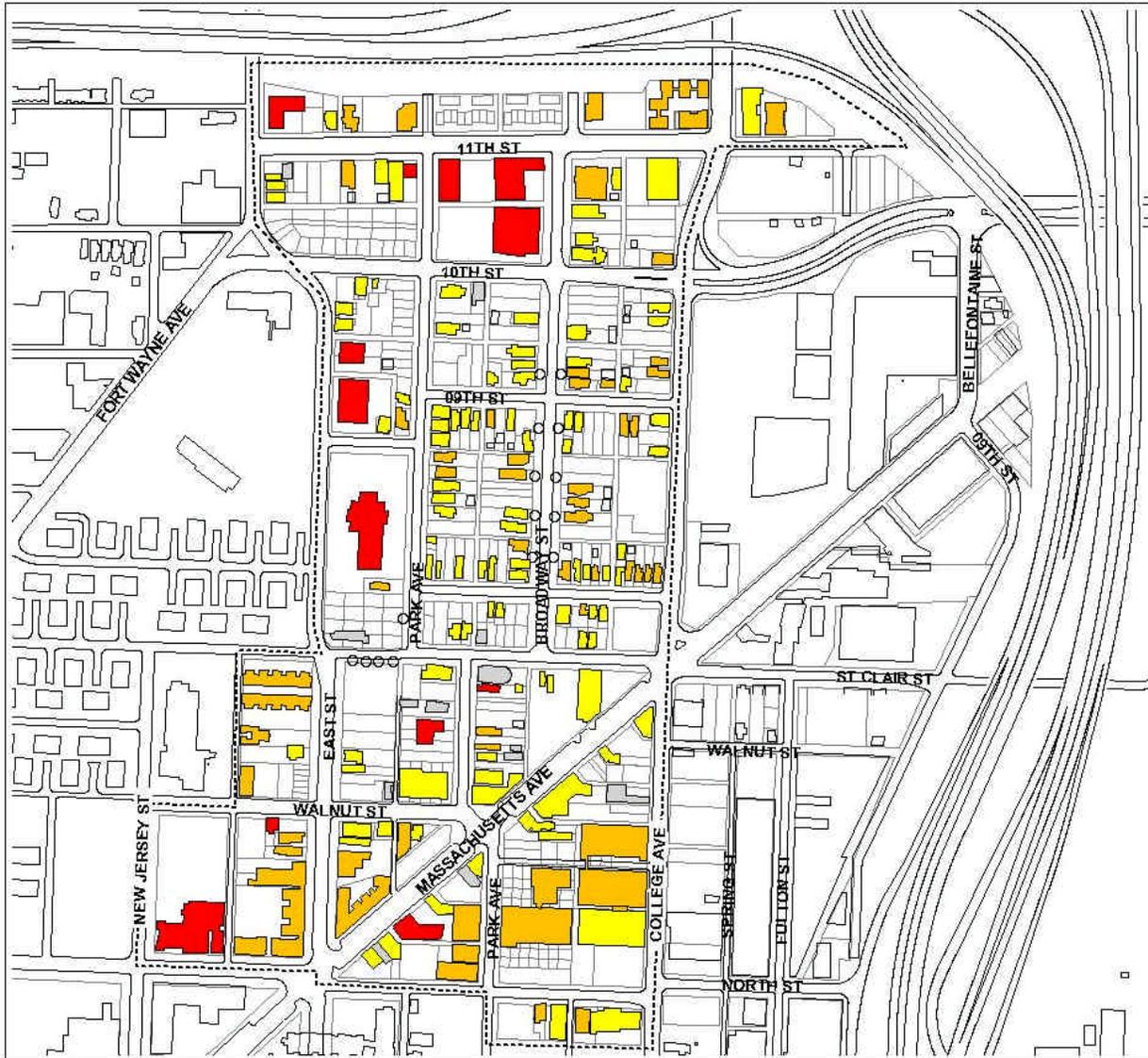
Data Source: The City of Indianapolis
Geographic Information Systems

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1982 Exterior Building Conditions

Chatham Arch Historic District



BUILDING CONDITIONS



300 0 300 Feet

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Data Source: The City of Indianapolis
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EXISTING HISTORIC INFRASTRUCTURE

The street layout of the Chatham-Arch & Massachusetts Avenue Historic Area is a typical grid pattern – the obvious exception being Massachusetts Avenue which diagonally traverses the district at a 45° angle. A review of historic Sanborn Fire Insurance maps indicates that the historic street pattern remains largely intact, although some disruption has resulted from the construction of Interstates 65 and 70. Park and Broadway streets and several alleys now dead-end at the interstates; some alleys were later vacated. Additionally, the large parcel containing the historic Coca-Cola Bottling facility once had a network of streets traversing the lot: Edison Street, Carrollton Avenue, and a segment of East Ninth Street.

Part of the historic character of the Chatham-Arch & Massachusetts Avenue Historic Area is the visible historic infrastructure that consists mainly of brick alleys and limestone or granite curbs. Historically, most of the streets and alleys were paved with brick. Limestone curbs are mostly found along residential streets, while granite curbs were primarily used along Massachusetts Avenue. A few remaining horse rings exist on Broadway Street (north of Arch Street) and near the intersection of Park and St. Clair Streets; presumably, there were many more located throughout the area at one time. A low brick wall remains on Ninth Street south of Massachusetts Avenue.

In November 2004, a drive-by survey of the historic infrastructure in the area was performed by IHPC staff. In November 2005, consultants updated that survey work. The map on the following page provides a geographic catalog of the remaining elements of historic infrastructure.

Existing Historic Infrastructure

Chatham-Arch & Massachusetts Avenue Historic Area



-  Historic Area Boundary
-  Historic Area Buildings
-  Horse Rings
-  Brick Wall
-  Brick Paving
-  Limestone/Granite Curbs

100 0 100 200 300 Feet

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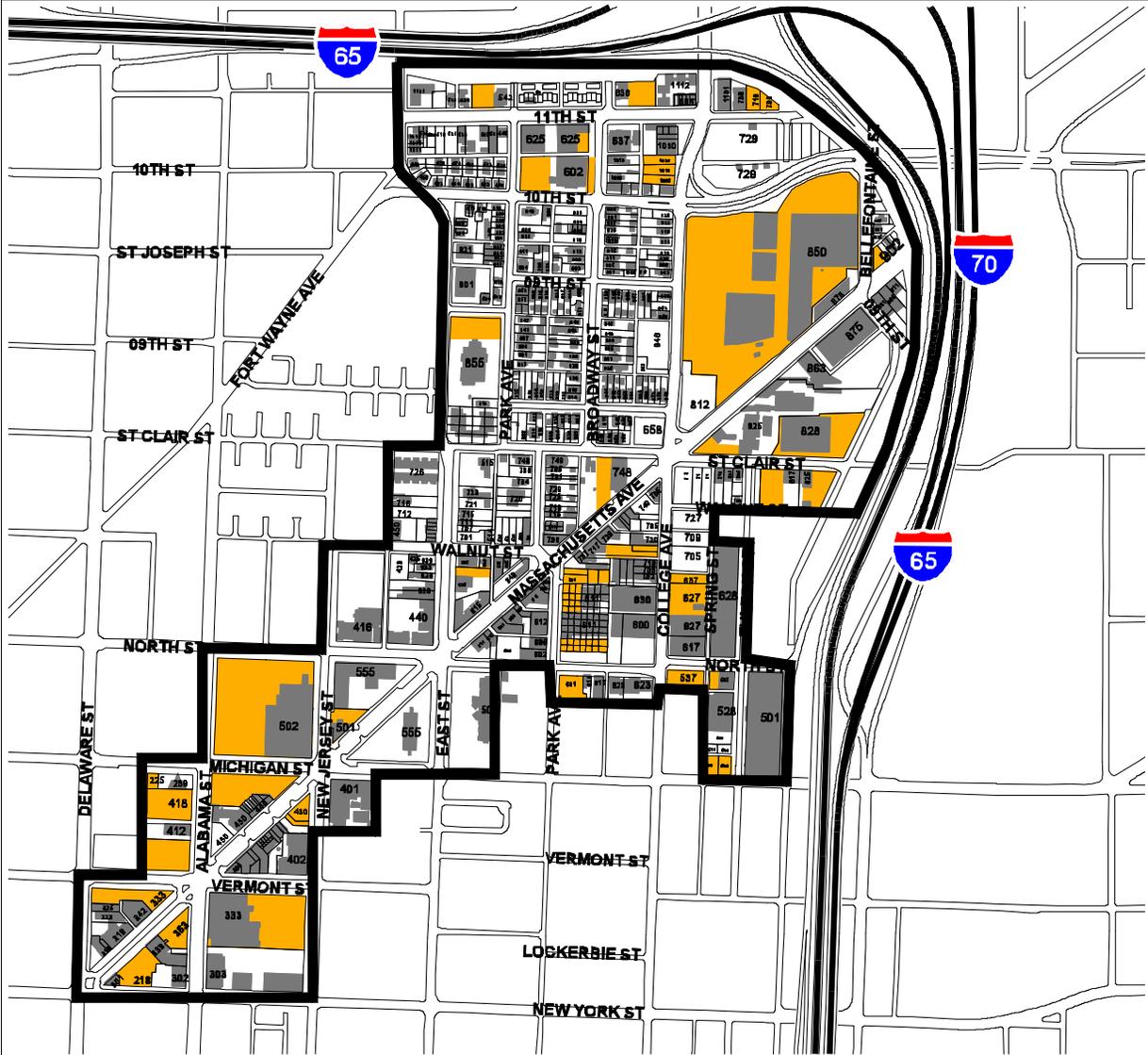
EXISTING PARKING CONDITIONS

As new development interest has continuously increased in the Chatham-Arch & Massachusetts Avenue Historic Area since 1982, the amount of off-street surface parking has also increased. A review of the 1914-15 edition of Sanborn Fire Insurance maps indicates approximately 11 parking lots within the historic area boundaries. By 1953, the updated Sanborn maps indicate a 45% increase to 16 parking lots during that 39-year period.

The result of a November 2005 field survey performed by consultants indicates a total number of 37 off-street surface parking lots (a 138% increase). The largest lots serve the Murat Theatre and the Indianapolis Public School complex on the site of the former Coca-Cola Bottling facility. Although all of these parking lots present “holes” in the built environment, several serve private residential developments. On-street public parking is also available throughout the historic area.

Existing Off-Street Surface Parking Lots

Chatham-Arch & Massachusetts Avenue Historic Area



Historic Area Boundary
 Historic Area Buildings
 Off Street Surface Parking Lot

100 0 100 200 300 Feet

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Data Source: The City of Indianapolis
Geographic Information Systems



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EXISTING HISTORIC SIGNS

Because the Chatham-Arch & Massachusetts Historic Area is predominantly residential, there are a limited number of historic signs. Existing historic signs are primarily concentrated among the commercial structures along Massachusetts Avenue. There are, however, some cases of signage inscribed or architecturally integrated into the façades of buildings in areas other than along Massachusetts Avenue.

By this plan, a sign is considered historic if it is at least fifty years old and retains significant original integrity to provide a record of the building’s original use and/or the area’s history. A few signs are painted on the side elevations of some buildings. Such signs are often referred to as “ghost signs” because, over time, they have faded or partially worn away.

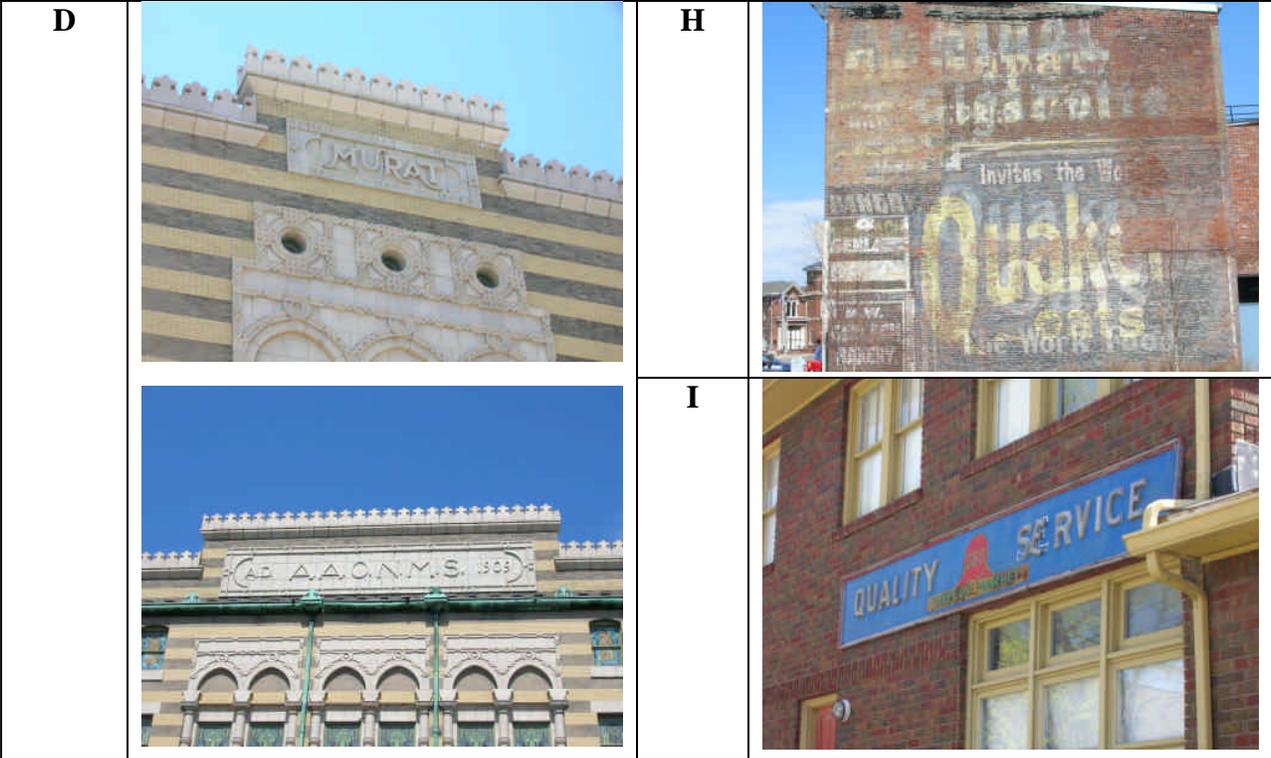
Consultants conducted a survey of historic signs in the Chatham-Arch & Massachusetts Historic Area in November 2005. The table, photos, and map below and on the following pages provide an inventory of the sign locations, type, and content.

MAP KEY	PROPERTY ADDRESS	SIGN LOCATION	SIGN TYPE	SIGN CONTENT
A	318 Massachusetts Ave.	South elevation	Projecting	“Stout’s Shoes Factory to You Shoes for the Entire Family”
B	342 Massachusetts Ave.	South elevation	Integrated into building’s façade	“The Marrott”
C	304-308 New York St.	South elevation	Integrated into building’s façade	“The Vienna”
D	502 N. New Jersey St.	East elevation	Integrated into building’s façade	“Murat”
		South elevation	Integrated into building’s façade	“A.D.A.A.O.N.M.S 1901”
E	401 E. Michigan St.	North elevation	Integrated into building’s façade	“Athenaeum”
F	610 East St.	East elevation	Integrated into building’s façade	“Richelieu”
G	635 Massachusetts Ave.	North elevation	“Ghost” sign	“Restaurant”
H	707 Massachusetts Ave.	West elevation	“Ghost” sign	“Quaker Oats” et al.
I	859 N. Park Ave.	North elevation	Wall sign	“Quality Service Greens Market”
J	850 N. Carrollton Ave.	South elevation	Integrated into building’s façade	“Coca-Cola Bottling Co.”
		East elevation	Integrated into building’s façade	“Coca-Cola Bottling Co.

MAP KEY	PROPERTY ADDRESS	SIGN LOCATION	SIGN TYPE	SIGN CONTENT
I	850 N. Carrollton Ave.	North elevation	Integrated into building's façade	"Coca-Cola"
		West elevation	Integrated into building's façade	"Garage"

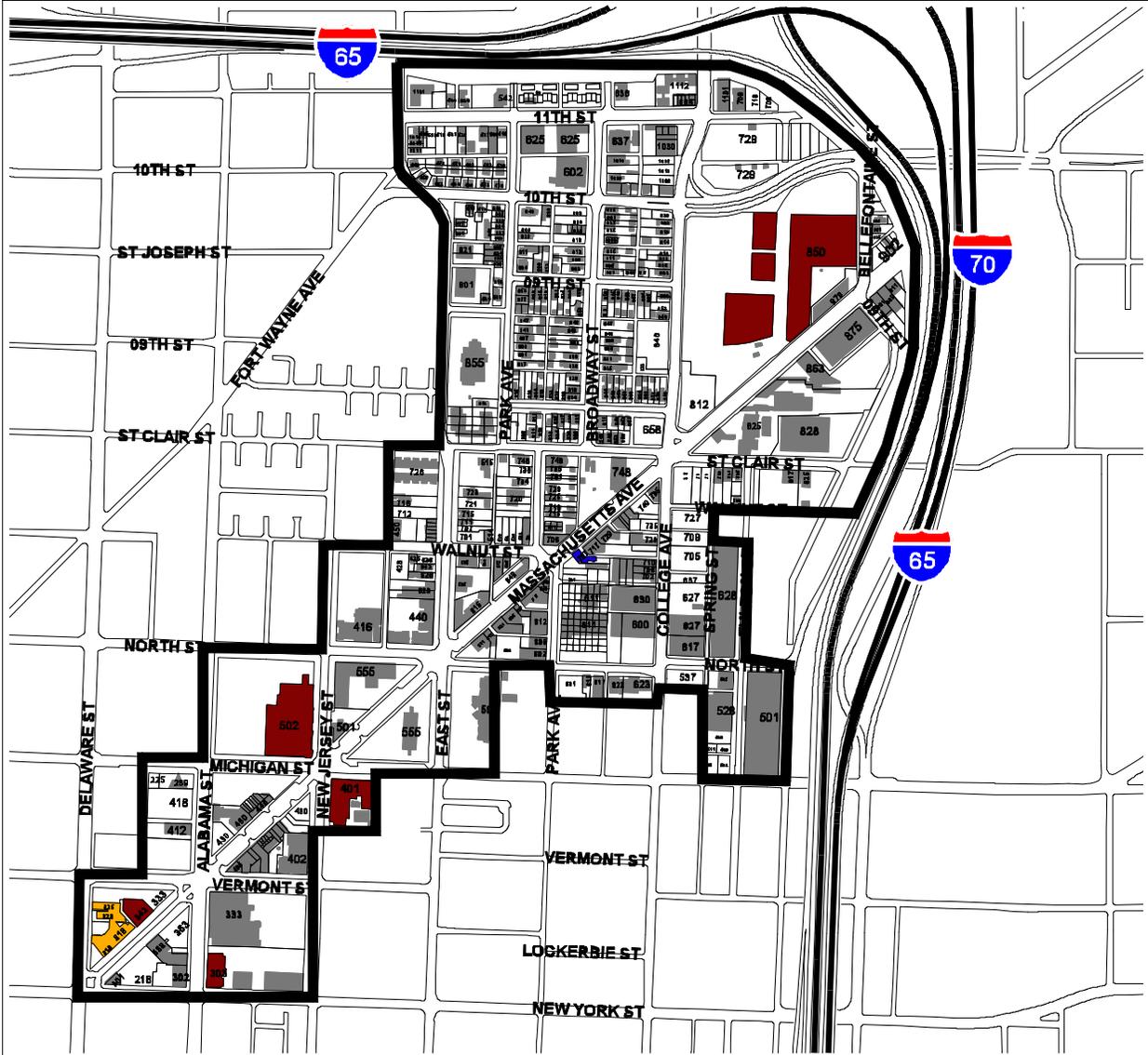
PHOTOS

MAP KEY	SIGN	MAP KEY	SIGN
A		E	
B		F	
C		G	



Existing Historic Signs

Chatham-Arch & Massachusetts Avenue Historic Area



-  Historic Area Boundary
-  Historic Signage
-  Sign Attached to Building
-  Painted-On/"Ghost" Sign
-  Sign Integrated into Building's Facade
-  Historic Area Buildings

100 0 100 200 300 Feet

June 2006

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OBJECTIVES



The Koch/Cook House, located at 734 N. Park Avenue in the Chatham-Arch neighborhood, was built around 1850. John Koch purchased this lot in 1848, and city directory research indicates a George and Mrs. Mary “Coke” lived at this address in the late 1850s. The top photograph was taken in 1982, when Chatham-Arch became a locally protected historic district. The bottom photo was taken in January 2005.

OBJECTIVES

BUILDING OBJECTIVES:

- To protect and retain the historic character, buildings, and features that defines the area as unique and significant.
- To encourage the retention of historically and architecturally significant buildings for reuse.

LAND USE OBJECTIVES:

- To maintain the residential land use and zoning in the Chatham-Arch neighborhood.
- To support and encourage mixed-use development and neighborhood serving businesses along Massachusetts Avenue that are compatible with existing historic structures or appropriate new construction that compliments Massachusetts Avenue unique urban atmosphere.
- To discourage the expansion of industrial and manufacturing land uses in the area east of College Avenue.

NEW DEVELOPMENT OBJECTIVES:

- To encourage the construction of appropriate new single, two-family and multifamily housing in Chatham-Arch to strengthen and reinforce the residential core.
- To encourage the development of a pedestrian-friendly mixed-use environment that provides neighborhood businesses and services along Massachusetts Avenue.
- To support and encourage the redevelopment of the industrial area east of College Avenue for high-density multifamily housing and mixed-uses.

PUBLIC INFRASTRUCTURE/AMENITIES OBJECTIVES:

- To retain and maintain the existing historic grid street and alley pattern and the unique 45° diagonal of Massachusetts Avenue.
- To improve pedestrian and bicycle amenities throughout the historic area.

RECOMMENDATIONS



View along College Avenue looking south. The Real Silk Hosiery Mills (Buildings 1 and 2) are depicted, as well as several 2-story gable-front Victorian era houses. In the mid-1920s, as the Real Silk Hosiery business continued to grow and prosper, these houses were razed in order to expand the business and construct Building 7. Photo taken c.1925.

RECOMMENDATIONS

The purpose of this section is to provide recommendations for future actions that will affect the physical development and the character of the Chatham-Arch and Massachusetts Avenue Historic Area. The recommendations were developed by IHPC staff in consultation with Chatham-Arch and Massachusetts Avenue property owners, business owners, and other interested parties. As with any recommendations, they are meant to guide, not mandate, and are to be used as tools in developing actions and strategies for future decisions.

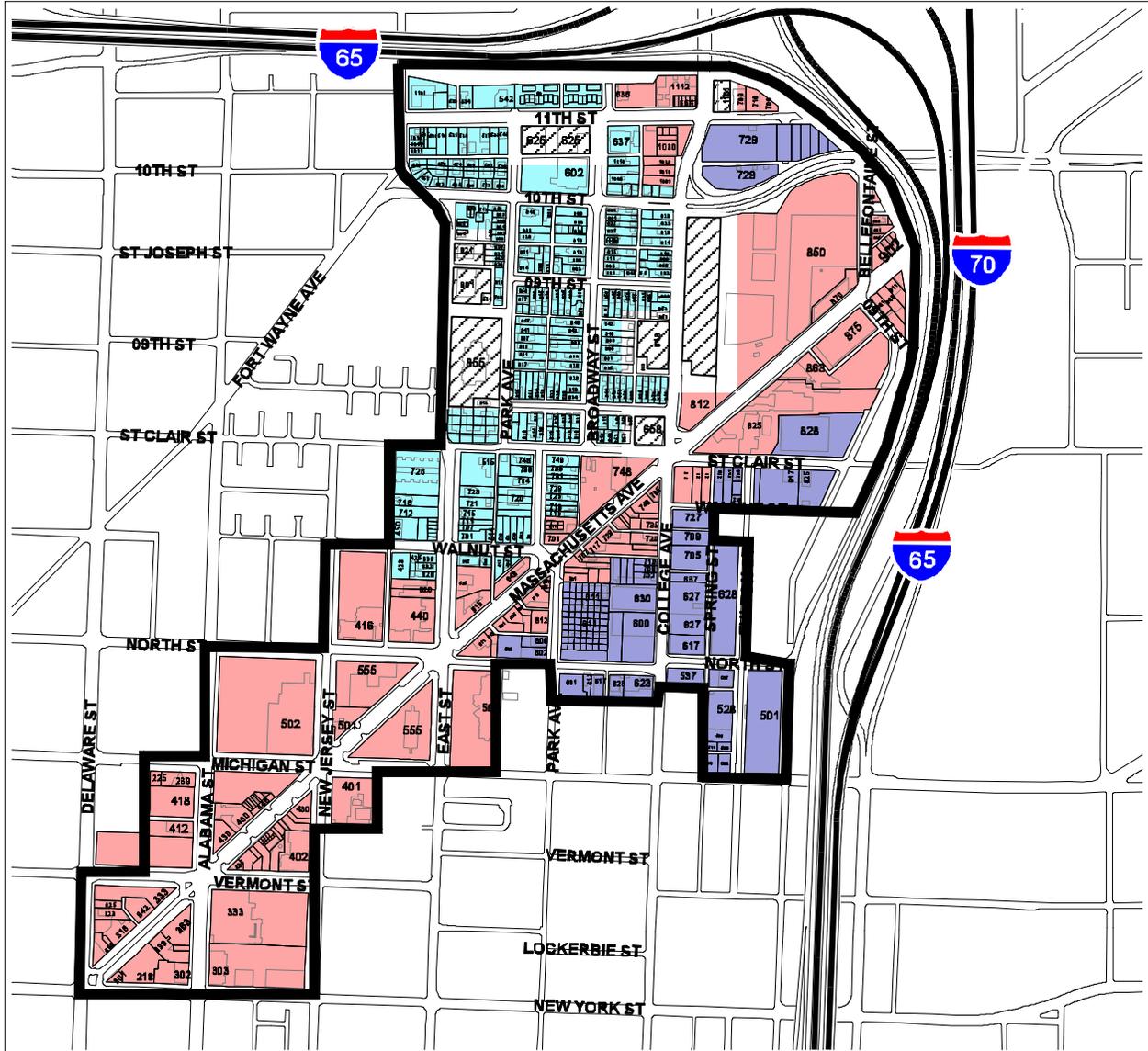
For the purpose of the Chatham-Arch & Massachusetts Avenue Historic Area Preservation Plan, the recommendations are often divided into three subareas: Residential Core Area, Commercial Areas, and Adaptive Reuse Areas. The “Subarea Map” on the following page illustrates these three subareas.

The subarea boundaries are based on the existing building types, density, the general character and “feel” of the area, and the potential for redevelopment and new construction. The purpose of dividing Chatham-Arch and Massachusetts Avenue into three subareas was to maintain and reinforce the historic residential core; support commercial, retail, and mixed-uses along Massachusetts Avenue and other commercial nodes; and encourage the adaptive reuse and redevelopment of the existing industrial area.

The designation of a specific site or subarea on the “Subarea Map” does not necessarily mean the land is currently zoned for the activity or function. These recommendations serve only as a guide for the directions that new development and redevelopment should take. When certificate of appropriateness, variance and rezoning cases are considered, the recommendations from this plan can be used to substantiate the desirability and appropriateness of a business or residence for a particular site.

Land Use & Zoning Recommendations Subarea Map

Chatham-Arch & Massachusetts Avenue Historic Area



- Historic Area Boundary
- Historic Area Buildings
- Site Specific Recommendations
- Subarea**
- Subarea A - Residential Core Area
- Subarea B - Commercial Areas
- Subarea C - Adaptive Reuse Areas

100 0 100200300 Feet



March 2006

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Data Source: The City of Indianapolis
Geographic Information Systems

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LAND USE AND DEVELOPMENT RECOMMENDATIONS

SUBAREA A: RESIDENTIAL CORE

The Residential Core subarea covers the majority of Chatham-Arch and primarily consists of single-family and two-family dwellings, although there are several multifamily dwellings and non-contributing buildings scattered throughout the subarea. Most of the residential core area is zoned D-8 to permit single-family, two-family and multifamily dwellings.

General Recommendations:

- Single-family, two-family and multifamily houses are recommended as the dominant land use.
- All land uses in the residential core area should be residential.
- Strongly discourage any land use other than residential.
- Encourage and support the adaptive reuse of non-residential structures into residential uses. If a non-residential structure cannot be adapted for residential use, then a different land use may be considered.
- Encourage and support the new construction of appropriate single-family, two-family and multifamily houses to strengthen the existing residential core.
- Encourage and support innovative architectural additions to accommodate the modern family.
- The residential core area should be low-density at 6-12 dwelling units per acre.

Site Specific Recommendations:

625 E. 11th Street

- If these non-contributing structures remain, future land uses should be low-intensity and required minimal off-street parking.
- If these non-contributing structures should ever be demolished or lost, any redevelopment should start by researching the historic development on the site. New development should include single-family and two-family houses and the reintroduction of alleyways.

846 N. College Avenue

- If the existing parking lot at 846 N. College Ave. is developed, the preferred development would be individual lots that reflect the lot pattern seen on the rest of the block.

855, 901 and 919-921 N. East Street

- If these non-contributing structures should ever be demolished or lost, any redevelopment should start by researching the historic development on the site. New development may be higher density residential, such as townhouses, along East St. but should be lower density, single-family and two-family houses, along Park St. The reintroduction of alleyways is encouraged.

658 E. St. Clair Street

- If this site is developed, new development should be residential and should be sensitive to the houses on St. Clair and Arch Streets.

SUBAREA B: COMMERCIAL AREAS

Commercial areas are not simply defined by commercial land uses alone. Instead, they may include a variety of mixed-uses, including residential. In this plan, commercial areas are defined by the land uses, the existing building types, and by the general character and “feel” of the area. For example, an apartment building may evoke the character and “feel” of a commercial area more so than the character and “feel” of the residential core.

Massachusetts Avenue is the primary commercial corridor and represents an urban streetscape that possesses a “big city” feel. The area was designated in 2004 as one of Indianapolis’ six cultural districts, due to its concentration of art galleries, performing arts theatres, eclectic shops, and public art. Historic commercial buildings front the corridor and generally range in height from 2-4 stories. A variety of businesses, public services, offices, residential and mixed-uses are found along Massachusetts Avenue, and the street experiences a high amount of pedestrian and vehicular traffic. Much of the land along Massachusetts Avenue is zoned Central Business District (CBD-2), which is an appropriate zoning classification for this mixed-use commercial corridor. However, some parcels are zoned C-4 and I-3-U, which are intense and inappropriate zoning classifications that do not support mixed-use development.

A second commercial area exists along College Avenue that includes the Buschmann Building at 1022-1036 N. College Ave. and a small, historic commercial strip at 1101-1115 N. College Ave. Historically, the Buschmann Building supported a variety of mixed-uses, including commercial, retail and residential uses, and the building continues to house a variety of mixed-uses still today. The structure is currently zoned D-10, which permits high density residential development but no commercial, retail or office uses. A surface parking lot occupies several parcels located immediately south of the Buschmann Building and is zoned C-1. The small commercial building at 1101-1115 N. College Ave. is zoned C-4, which is an intense and inappropriate zoning classification for the historic area. Parking has been an impediment to the redevelopment of this building because there is no on or off-street parking.

General Recommendations:

- Encourage and support commercial and retail businesses, art and entertainment organizations, offices, residences, and mixed-uses that serve the Chatham-Arch and Lockerbie Square neighborhoods, the Regional Center/Downtown, and City of Indianapolis as a whole.

- Encourage and support a mixed-use, pedestrian-friendly atmosphere in the commercial areas.
- Maintain and encourage the “big city” feel along Massachusetts Ave. by promoting the location of businesses with a high level of pedestrian activity.
- Encourage retail and pedestrian-oriented businesses on the street level.
- Encourage public art.
- Office uses and other such establishments that do not generate a high level of pedestrian activity are not recommended for the street level. However, such uses are recommended for the upper floors of buildings.
- If vacant lots should ever be developed, historic buildings lost, or if non-contributing buildings should ever be demolished or lost, new development should reinforce the existing mixed-use commercial areas.
- Discourage the location of surface parking lots, drive thru establishments and other land uses that may encourage additional curb cuts and surface parking.

Site Specific Recommendations:

850 N. College Avenue

- Townhouse development along the east side of College Ave. is encouraged as a way to reinforce the historic residential character of the street, while also permitting higher density development.

1101-1105 N. College Avenue

- Future uses should be low-intensity due to the lack of on and off-street parking.
- Consider supporting a Variance of Development Standards for less than the required parking to encourage and support the building’s reuse and rehabilitation.

SUBAREA C: ADAPTIVE REUSE AREA

Much of the land in this area contains industrial buildings, although there are a few commercial and residential structures scattered throughout the area. Some of the buildings within this subarea are considered non-contributing and demolition could be supported. Indianapolis is experiencing tremendous growth and development in the Regional Center/Downtown area and redevelopment of this subarea is anticipated. Because high density residential development currently exists in several adapted industrial buildings and given the close proximity to the interstate expressways, mixed-uses and higher density development may be appropriate.

General Recommendations:

- The dominant land use should be high density residential.

- Mixed-uses within the same building, such as pedestrian-friendly retail or commercial on the first floor and residential above, is encouraged.
- Strongly encourage the reuse of historic buildings.

Existing Industrial and Manufacturing Land Uses:

- The existing, legally established industrial and manufacturing uses should be supported, but the land uses should not be expanded beyond current property boundaries.
- As long as non-contributing buildings continue to house viable businesses, the existing operations should be supported. At such time those structures become vacant or underutilized, they may be considered for removal and redevelopment.
- Discourage new industrial and manufacturing uses and storage facilities that generally do not contribute to a pedestrian-friendly mixed-use atmosphere.

New Development Recommendations:

New development should . . .

- Be compatible with the surrounding commercial and residential areas.
- Be unique and innovative. A variety of development proposals may be considered for this area due to the large amount of potentially developable land.
- Be no taller than the historic Real Silk and Hilltop press buildings along College Ave.
- Reestablish the building line at the street.
- Reestablish, where possible, the historic grid-pattern street and alley system.
- Provide adequate, if not generous, off-street parking.
- Consider providing residents with access to the outside (e.g. courtyards, balconies, rooftop decks, etc.).
- Encourage the development of multifamily dwellings with a density of 27-50 dwelling units per acre.

Parking Recommendations:

- The Adaptive Reuse area may be considered for providing a parking garage devoted solely to supporting the commercial areas.
- Discourage surface parking lots that front streets. Any surface parking lots should be generously screened and not be visible from the street.

Site Specific Recommendations:

None

ZONING RECOMMENDATIONS

The zoning recommendations shown on the “Recommended Zoning Map” and contained in the text of the “Land Use and Development Recommendations” are to be used only as a guide to determine the most desirable zoning classification for properties within the district. Approval of this plan does not change any zoning in the historic area. Variances and rezonings can only be accomplished through petitioning the Indianapolis Historic Preservation Commission and the Metropolitan Development Commission.

For the most part, the existing zoning classifications in Subarea A: Residential Core Area and Subarea B: Commercial Areas are satisfactory and recommended to stay the same. The majority of the Subarea A is zoned D-8 to legally permit single, two-family, and multifamily housing. The D-8 zoning classification is a result of an IHPC initiated mass rezoning in 1992 that rezoned the core of Chatham-Arch from D-10 (high-rise residential) and CBD-2 (central business district) to D-8, with property owner consent. Most of Subarea B is appropriately zoned CBD-2 for mixed-use.

The I-3-U zoning classification covers most of Subarea C: Adaptive Reuse. Although this zoning classification is appropriate for most of the current industrial land uses, it does not permit the existing residential and offices uses or allow for the anticipated mixed-use development.

When considering requests to rezone parcels or when future development is planned, the following changes in zoning are recommended.

SUBAREA A: RESIDENTIAL CORE

- D-8 is recommended as the dominant zoning classification.
- In 1992, the majority of the residential core was rezoned from D-10 and CBD-2 to D-8. To complete the mass rezoning process, the remaining parcels in the residential core should be rezoned to D-8, with property owner consent.
- Variances of Use should be favorably considered if they 1). Support the original use and configuration of a property or 2). When they are needed to support the appropriate reuse of a historic property that possesses unique reuse constraints.

SUBAREA B: COMMERCIAL AREAS

- CBD-2 is recommended as the dominant zoning classification.
- Variances of Use should be favorably considered if they 1). Support the original use and configuration of a property or 2). When they are needed to support the appropriate reuse of a historic property that possesses unique reuse constraints.

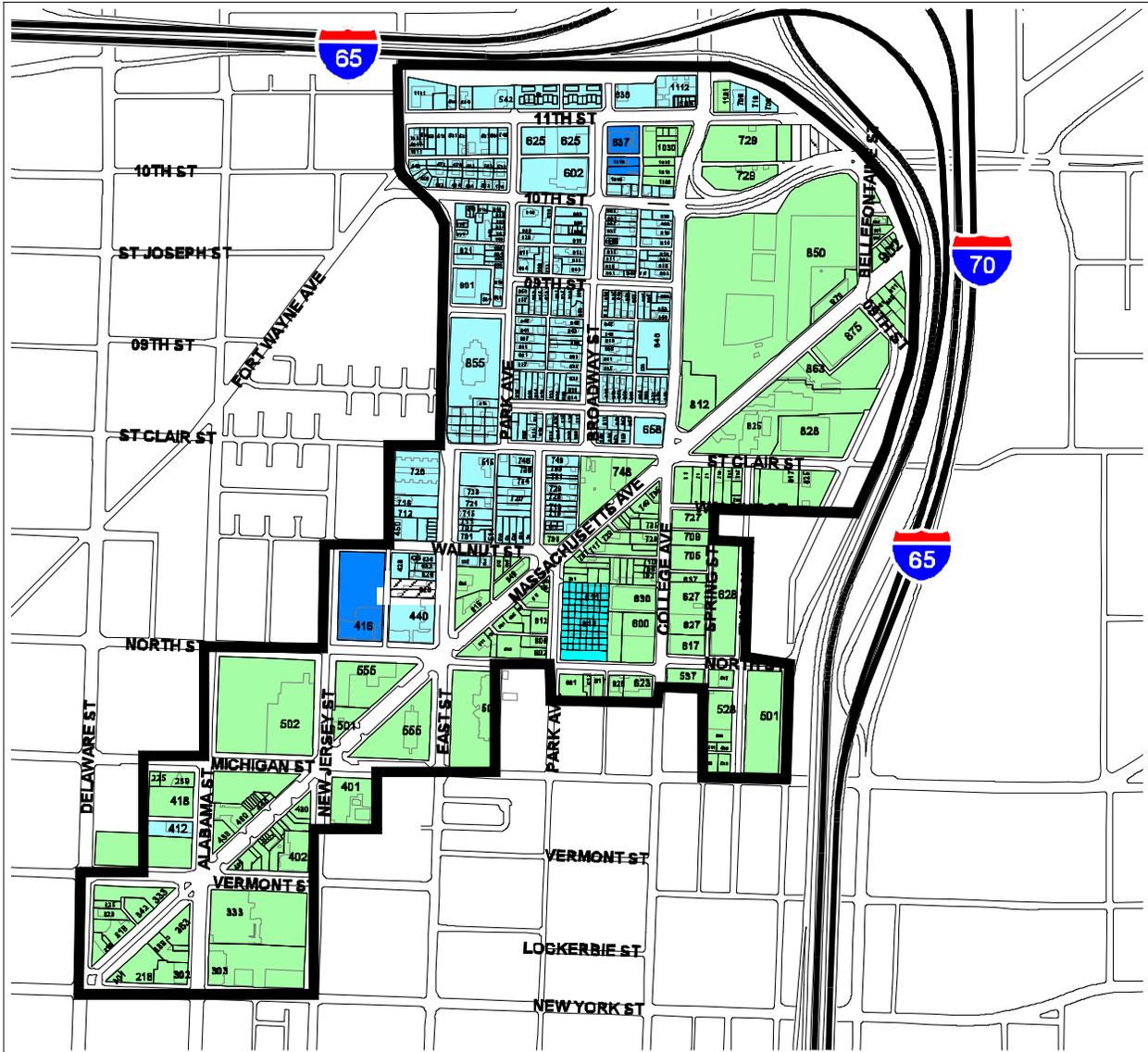
SUBAREA C: ADAPTIVE REUSE

- CBD-2 is recommended as dominant zoning classification.

- If the vacant parcels directly east of the electric substation are developed, the D-8 or PK-1 classifications are recommended. The D-8 classification would be appropriate for residential development. Because the land is located near the Monon Trail, the PK-1 classification may be considered if the land is used as a park.
- The houses at 721 and 725 E. St. Clair St. and 728 Fulton St. should be rezoned CBD-2 to legally establish single, two-family, or attached multifamily dwellings. Uses other than residential might be considered.

Recommended Zoning Map

Chatham-Arch & Massachusetts Avenue Historic Area



- Historic Area Boundary
- Historic Area Buildings
- Recommended Zoning Classifications**
- CBD2
- CBD2 OR PK1
- D10
- D8
- D8 OR CBD2
- SU1

100 0 100 200 300 Feet

March 2006

Produced By: The Indianapolis
Historic Preservation Commission

Data Source: The City of Indianapolis
Geographic Information Systems

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.



THOROUGHFARE RECOMMENDATIONS

The Chatham-Arch and Massachusetts Avenue Historic Area contains four heavily-traveled thoroughfares. College Avenue, a major one-way north street, and Central Ave./East St., a major one-way south street, run through the district and are classified as primary arterials in the Marion County Thoroughfare Plan. The historic area also contains segments of 10th St., 11th St. and North St., all east-west streets, which receive a moderate amount of traffic. The Massachusetts Ave. commercial corridor traverses the district at a 45° diagonal. Collectively, these streets receive a significant amount of traffic, especially at peak times.

General Recommendations:

- No improvements that require additional right-of-way or alter the historic character of the Chatham-Arch and Massachusetts Ave. Historic Area should be made without first investigating alternate improvements that might impact less historically sensitive streets, inside or outside the area.
- If alternative improvements cannot be identified, no improvements should be made that would require additional right-of-way or alter the historic character of the Chatham-Arch and Massachusetts Ave. Historic Area without first evaluating the impact.
- Maintain the location of all streets and alleys.
- Strongly discourage the widening of any street or alley.

Site Specific Recommendations:

- Explore traffic calming measures along busy streets and intersections, such as Massachusetts Ave. and 10th St.
- When the Coca-Cola Bottling Company site at 850 Massachusetts Ave. is redeveloped, consider reestablishing 9th St., Edison St. and Carrollton Ave. as public ways.
- When entire blocks or block faces are redeveloped, consider reintroducing historic alleyways.
- Investigate ways to beautify areas beneath the interstate underpasses to make them safer, brighter, more inviting, and to increase connectivity between Chatham-Arch, Massachusetts Avenue, and other historic neighborhoods.
- Encourage replacing the existing elevated interstate highways with an underground expressway system.

Criteria for Street Improvements:

Whenever any improvements to any part of the Chatham-Arch and Massachusetts Ave. Historic Area street and alley system are considered, the following criteria should be addressed:

- The objective to preserve historic buildings and to preserve them at their original sites.

- The importance of maintaining the integrity of any surviving historic street, alley, and curb surfaces (such as Cleveland Street, brick alleys, and the remaining stone curbs) and the integrity of the historic grid-like street and alley system.
- The need to reinforce the residential core as defined in this plan.

PUBLIC INFRASTRUCTURE AND AMENITIES RECOMMENDATIONS

During the preservation planning process, the history of the Chatham-Arch and Massachusetts Ave. street system was researched by evaluating the 1915 and 1954 Sanborn Fire Insurance maps. The street layout is a typical grid-pattern with the exception of Massachusetts Ave., which runs at a 45° diagonal. The Sanborn maps illustrate the historic grid-pattern street system is mostly intact, although some disruption occurred when Interstates 65 and 70 were built. Park and Broadway streets and several alleys were dead-ended at the interstates, and some alleys were later vacated. The large parcel containing the historic Coca-Cola Bottling facilities once had three streets traversing the lot: Edison St., Carrollton Ave., and a segment of east 9th St.

Historically, most of the streets and alleys were paved with brick. Today, Cincinnati Street is the only remaining brick street. Several brick alleys still exist, although some have been paved over or patched with asphalt. At one time, Cincinnati Street was paved over with asphalt, but the asphalt was later removed via surface grinding. Unfortunately, during the removal process, many of the brick pavers sustained damage and were pitted and gouged. Many of the brick alleys are also in deteriorated condition, due to frequent vehicular traffic, new construction projects, trash pick-up, and utilities.

Historic limestone and granite curbs and horse rings are also a significant part of the historic infrastructure. Overall, the stone curbs are in fair to good condition, and their existence is in part a testament to their durability. Limestone curbs are mostly found along residential streets, while granite curbs were primarily used along Massachusetts Avenue. Historic horse rings remain imbedded in the sidewalks along Broadway Street and St. Clair Streets, although they were presumably located throughout the historic area. A spatial depiction of the remaining historic infrastructure is depicted on the “Existing Historic Infrastructure Map.”

Streets and Alleys:

- Maintain the location of all streets and alleys to preserve the historic grid pattern.
- Preserve, maintain and restore the brick streets and alleys.
- Strongly encourage the stockpiling of brick pavers and stone curbs so they may be available for repairs in Chatham-Arch, Massachusetts Avenue and other historic areas.
- Use salvaged or replacement brick and/or stone curbs to perform necessary repairs.
- Maintain alley access for pedestrian movement, business and residential loading facilities, and garages with alley access.
- Discourage the vacation the existing streets and alleys.
- If a street or alley is vacated, encourage site development that recognizes and incorporates physical evidence to identify the vacated street or alley.

Sidewalks and Curbs:

- Maintain the existing sidewalk system.
- Repair and/or replace existing concrete sidewalks that are in poor condition when rehabilitation or redevelopment occurs.
- Finish new concrete walks with hand-tooled joints and a one-directional broom sweep.
- Preserve, maintain and restore the stone curbs.
- When stone curbs are in poor condition and require replacement, salvaged or new stone curbs should be used to perform in-kind repairs.

Horse Rings:

- Retain horse rings in sidewalks.
- If sidewalks containing horse rings are to be replaced, the horse rings should be reinstalled in approximately the same location.

Street Lights:

In 2002, the Chatham-Arch Neighborhood Association undertook a major project to replace the existing cobra street lights with new street light standards designed to resemble historic street lights.

- Encourage the installation of street lights and parking area light fixtures to match the new street light standards.
- Encourage a level and color of light that is compatible with its surroundings.
- Discourage overly bright and harsh lighting, especially in the residential core.

Street Trees:

This section addresses only trees planted in the public right-of-way. Street trees are more prevalent in the residential core area, along Broadway, Park and east 9th Streets. Along major thoroughfares, such as East and 10th Streets and College Ave., many trees were removed due to interference with overhead utility lines, visibility obstruction for motorists, and new development projects.

- Avoid street trees that interfere with traffic or inhibit pedestrian movement.
- When in sidewalks, plant street trees in pits with metal grates flush with the pavement. Grates should be a minimum of 18.5 square feet in area.
- Avoid tree species that branch out less than seven feet above the pavement.

- Consult the list of recommended street trees in the Appendix before starting a tree planting project. Also, the Department of Parks & Recreation (Indy Parks) Forestry Section can supply a list of recommended trees.
- Obtain a Flora Permit through the Department of Parks & Recreation (Indy Parks) Forestry Section prior to planting, pruning or removing trees in the public right-of-way.

Street Furniture:

This section addresses only street furniture placed in the public right-of-way. Street furniture includes such items as benches, bus shelters, trash receptacles, fountains and bollards. At the time of publication, there is a minimal amount of street furniture in the historic area. Existing street furniture is primarily found along Massachusetts Ave. and East St.

- Locate street furniture outside of pedestrian pathways.
- Place street furniture close to places where pedestrians gather, such as intersections and building entrances.
- Choose street furniture that possesses a simple design and is compatible in color and material to its surroundings.

ARCHITECTURAL & DESIGN STANDARDS



The Massachusetts & College Avenue Streetcar, No. 48. Photograph taken 1881. Courtesy of the Bass Photo Collection, Indiana Historical Society.

ARCHITECTURAL & DESIGN STANDARDS

The Indianapolis Historic Preservation Commission (IHPC) grants approvals by issuing Certificates of Appropriateness or, in special circumstances, Certificates of Authorization (in the case of an inappropriate action approved for a special circumstance). The following sections contain the standard design guidelines for an Historic District. The IHPC will use the design guidelines when it reviews applications for Certificates of Appropriateness.

A state statute (I.C. 36-7-11.1) authorizes the IHPC to review and approve the following actions before they occur in a district:

- Construction of any structure
- Reconstruction of any structure
- Alteration of any structure
- Demolition of any structure
- Rezoning
- Variance of Use
- Variance of Development Standards

Unless otherwise stated in this plan, it is presumed that all actions related to the above seven items **MUST BE APPROVED** by the IHPC and it is presumed that related design guidelines are enforceable.

NOTE: A CERTIFICATE OF APPROPRIATENESS OR AUTHORIZATION FROM THE INDIANAPOLIS HISTORIC PRESERVATION COMMISSION (IHPC) MUST BE OBTAINED BEFORE RECEIVING ANY PERMITS OR UNDERTAKING ANY WORK TO THE EXTERIOR OF A BUILDING AND/OR PERFORMING SITE IMPROVEMENTS; OR BEFORE UNDERTAKING ANY ACTIONS THAT CONSTITUTE CONSTRUCTION, RECONSTRUCTION, ALTERATION, OR DEMOLITION; OR BEFORE IMPLEMENTING ANY LAND USES THAT REQUIRE A REZONING OR ZONING VARIANCE; OR ANYTHING OTHERWISE INCLUDED IN THESE GUIDELINES.

EXEMPTED FROM APPROVALS

The state statute allows certain categories of work involving the construction, reconstruction, alteration or demolition of structures to be specifically exempt from the requirement that a Certificate of Appropriateness be issued. Therefore:

ALL CONSTRUCTION, RECONSTRUCTION, ALTERATION AND DEMOLITION OF ANY STRUCTURE IN THE HISTORIC DISTRICT REQUIRES A CERTIFICATE OF APPROPRIATENESS FROM THE IHPC UNLESS SPECIFICALLY NOTED IN THE DESIGN GUIDELINES AS “EXEMPT.”

GUIDELINES FOR RENOVATING HISTORIC BUILDINGS

INTRODUCTION

Buildings identified on the Building Significance Map as contributing can be assumed to have historic significance. Work done to such buildings should be within the framework of these guidelines. Work done to a building identified as potentially contributing should also follow these guidelines if the building is found to have some historic significance.

These guidelines are intended to help individual property owners choose an appropriate approach to issues that arise when working on historic buildings. Before approaching the issues, it is helpful to have first chosen an overall approach to the entire project. Renovation approaches generally fall into one of the following categories:

Stabilization: A process involving methods that reestablish a deteriorated property's structural stability and weather tightness while sustaining its existing form.

Preservation: A process involving methods that maintain a property in its present state.

Rehabilitation: A process involving repairs and alterations to a property that adapt it to a contemporary use while preserving its historic fabric and character.

Restoration: A process that accurately recovers the appearance of a property at a particular period of time by removing later additions and/or replacing missing features.

Renovation: A generic term used to define all work that is meant to make new again.

The approach chosen will depend on factors such as the budget, the eventual use of the building, and the owner's personal objective. The guidelines are meant to indicate a range of alternative approaches that may differ depending on the overall approach chosen but which are, nevertheless, compatible with the character of the Chatham-Arch & Massachusetts Avenue historic area. Design standards and guidelines are not meant to restrict creativity but are meant to suggest appropriate approaches and to guard against unsympathetic actions.

The following quote and the fundamental concepts from The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (U.S. Department of the Interior, Washington, D.C. 1977) summarizes the importance of appropriate rehabilitation and bears repeating.

"Across the Nation, citizens are discovering that older buildings and neighborhoods are important ingredients of a town's or a city's special identity and character. They are finding that tangible and satisfying links to the past are provided by structures, shopping streets, and residential and industrial areas in their cities and towns that have survived from earlier periods. Often, however, these important buildings and neighborhoods have suffered years of neglect or they seem outdated for the needs of modern living. But with

thoughtful rehabilitation, many can be successfully revitalized. In rehabilitating older resources to contemporary standards and codes, however, it is important that the architectural qualities that have distinguished them in the past are not irretrievably discarded and lost to the future."

FUNDAMENTAL CONCEPTS

- Every reasonable effort should be made to provide a compatible use for a property that requires minimal alteration of the building or site and its environment, or to use a property for its originally intended purpose.
- The distinguishable original qualities or character of a building, structure, or site and its environment should not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
- All buildings, structures, and sites should be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance should be discouraged.
- Changes that may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance should be recognized and respected.
- Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site, should be treated with sensitivity.
- Deteriorated architectural features should be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.
- The surface cleaning of structures should be undertaken with the gentlest means possible. Sandblasting, waterblasting, and other cleaning methods that will damage the historic building materials should not be undertaken.
- Contemporary design for additions to existing structures or landscaping shall not be discouraged, if such design is compatible with the size, color, material, and character of the existing structure and surrounding neighborhood environment.
- Wherever possible, new additions or alterations to structures shall be done in such a manner that, if they were to be removed in the future, the essential form and integrity of the original structure would be unimpaired.

ACCESSIBILITY

The City of Indianapolis—Marion County recognizes the need to accommodate and include persons with disabilities to the greatest extent possible. With regards to historic areas, the goal is to facilitate universal access for all persons without destroying a building's historic and architecturally significant materials and character defining features.

When modifying buildings to provide accessibility, the following guidelines should be followed.

RECOMMENDED:

1. The new element or alteration should have as little visual impact on the historic character of a building as possible.
2. For commercial facilities and public buildings, the accessible entrance should be the primary public entrance when possible to do so without resulting in a significant loss of historic materials and character.
3. If access to the primary entrance cannot be provided without threatening or destroying significant architectural features, access should be provided through an obvious and easily accessible entrance. Directional or notification signage should mark this alternate entrance.
4. Ramps should be carefully designed and located to preserve the historic character of the structure.
5. Materials for ramps should be compatible with the building. Wood ramps should be painted or stained to match the building.
6. Handrails should be made of metal or wood. Wire or cable handrails are not appropriate.
7. Lifts should be as inconspicuous as possible. If feasible, lifts should disappear into the ground, be built into another feature, or painted to match the adjoining materials.
8. Ramps, lifts, etc. may be screened with landscaping.
9. If an existing door opening is too narrow to accommodate a wheelchair and its alteration would significantly diminish the historic integrity and character of the building or result in the loss of a significant historic door, consider installing off-set door hinges to increase the effective width of the door opening without physically altering it.
10. Consider installing automatic door openers or frictionless hinges to make doors easier to open.
11. Temporary accessibility components should be:
 - reversible,
 - not destroy historic fabric, and

- be of materials and/or color that has the least visual impact on the historic structure.

NOT RECOMMENDED:

1. Unnecessarily covering significant architectural details or damaging or removing historic material.

NOTE: The American National Standard ANSI A 117.1 clearly defines the specifications for making a building and site safe and usable for persons with disabilities. The following sources may provide additional information regarding accessibility for historic buildings and sites:

- ADA Information Line—(800) 514-0301 or (800) 514-0383 (TDD)
- www.usdoj.gov/crt/ada/adahom1/htm
- Advisory Council on Historic Preservation—(202) 606-8503 or www.achp.gov
- *Preservation Brief #32: Making Historic Properties Accessible*—National Park Service—www.nps.gov

Note: The IHPC is not responsible for ensuring that applicants meet federal, state and local accessibility requirements. The recommendations in this plan are guidelines and are not descriptions of legal requirements regarding accessibility. Consult the local building code and state and federal laws and regulations to determine legal requirements for accessibility.

AWNINGS AND CANOPIES

Awnings or canopies can be both decorative and functional. They can add visual interest and character to a building and serve as an energy saver by regulating the amount of sunlight that enters a window. For clarification purposes, definitions are provided below.

Operable awning—An operable awning is typically made of a flexible material, like canvas, and is stretched over a metal frame. It is a functional awning that can be either open or closed and may be easily detached from a building.

Fixed awning—A non-operable awning, often made of wood or metal, that is permanently attached to a building.

Canopy—A canopy is usually made of wood or metal and is permanently secured to a building by steel rods.

RECOMMENDED:

General

1. Awnings should be traditional in style and proportioned to fit the window opening properly.
2. Canvas awnings are preferred. Materials that visually simulate canvas may also be appropriate.
3. The colors of the awning or canopy should reinforce the existing color scheme of the building or storefront.

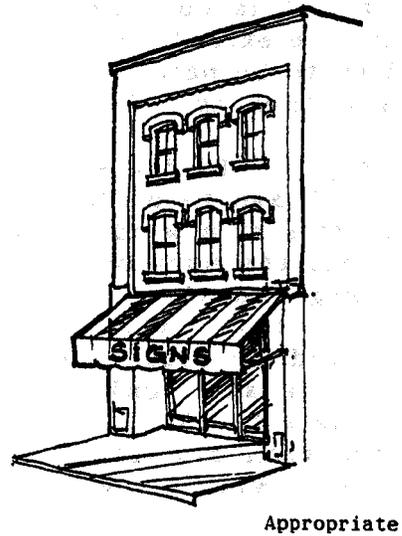
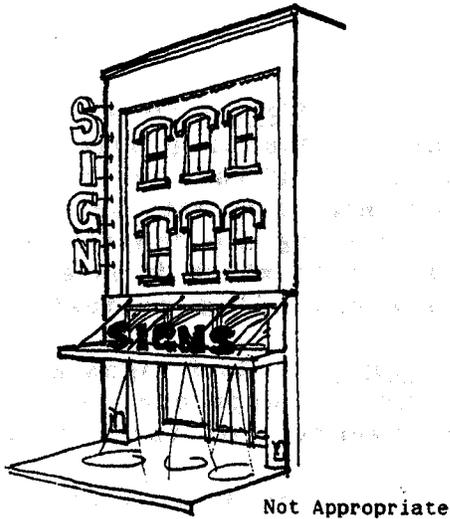
Commercial Buildings

4. On storefronts, awnings and canopies should reflect the façade configuration and the storefront proportions. The awning(s) should not overpower the building.
5. Awnings are good locations for storefront signage.
6. Awning should be considered on the upper floors of buildings.

NOT RECOMMENDED:

1. Covering important architectural features.
2. Obtrusive awnings or canopies that unduly detract from the streetscape.
3. Fixed metal (i.e. aluminum), vinyl or similar awnings that detract from the visual quality of a building.

4. Back-lit, internally illuminated, or flashing lights on awnings or canopies are considered inappropriate. Flashing lights may be considered for theatres and cinemas only.
5. Awning shapes or canopies that detract from the proportions and architectural style of the building.



DOORS AND DOOR OPENINGS

RECOMMENDED:

General

1. Original doors should be repaired and retained, or if beyond repair, replicated.
2. If an original door is lost, its replacement may be an old or new door compatible with the building style. New doors should be wood (unless the original door was of a different material) and should match the original in size, shape and proportion.
3. Transom windows and door trim should be retained or reinstalled if there is evidence of their original existence.
4. Wood storm and screen doors are preferred, especially on the front elevation. Aluminum or other metal may be considered if it is a full-view style; finished in a color to match the door or trim; fitted properly to the door opening with no spacers; designed to not obscure the primary door design; and contains no decorative details or simulated muntins.
5. Glass/glazing in doors and transom windows should be compatible with the building style. All new glass shall be transparent (clear) and shall not be tinted (colored), semi-transparent (frosted, etc.), or contain any decorative coming, unless documentation indicates such glass/glazing historically existed or if it is determined that such glass is appropriate based on a building's architectural style.
6. Hardware on a new door should be simple, unobtrusive and compatible with the building's style.
7. If the original hardware is missing from an historic door, replacement hardware should be compatible historic hardware, or unobtrusive and compatible new hardware.

Commercial Buildings

8. On commercial buildings, doors with aluminum frames with one large glass panel may be appropriate.

Garage Doors

9. Original garage doors that are significant to the character of a garage should be repaired and retained. If beyond repair, they should serve as a model for the design of replacement doors.
10. Replacement garage doors should be compatible with the garage design. Historic garage doors are typically wood, and therefore a wood replacement door should be considered.
11. When replacing a garage door, consider the design of the garage and its location.
 - Garage door facing streets. Careful consideration should be given to both design and materials. Door designs that evoke historic garage door, or include panels, windows and

traditional detailing are preferred. Wood is preferred, but use of synthetic materials may be considered if the surface can be painted and the finished visual effect appears the same as a wood door.

- Garage doors facing alleys. Traditional panel doors are preferred over plain, flush doors, although visibility from a street and simplicity of garage design may be taken into account when determining if a simple door is appropriate. Synthetic materials may be considered if the design and detailing is substantially similar to a traditional wood door and if the surface can be painted.

NOT RECOMMENDED:

General

1. Eliminating original or adding new door openings, especially on significant facades. Any new openings should be distinguishable from the original openings.
2. Sliding glass doors.
3. Glass/glazing that is tinted (colored), semi-transparent (frosted, etc.), or contains any decorative caming.
4. Door styles that evoke an era pre-dating the building.
5. Discarding original door hardware. If possible, it should be repaired and retained.

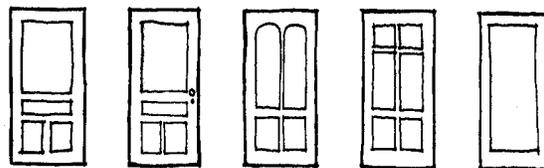
Commercial Buildings

6. Residential style doors on commercial buildings.

Garage Doors

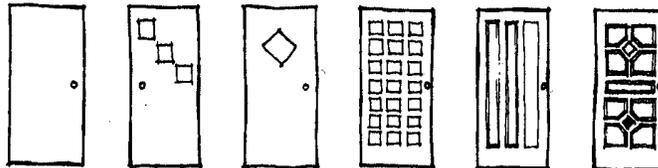
7. Altering the size of garage door openings or changing single doors to double doors unless there is a documented access problem.
8. Installing metal doors in historic garages.

APPROPRIATE ENTRY DOORS

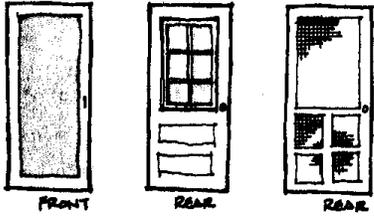


NOTE:
APPROPRIATENESS
DEPENDS ON
HOUSE STYLE

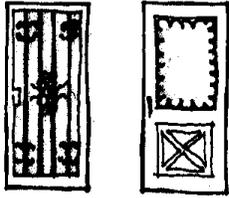
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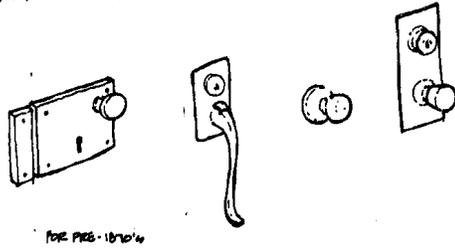
APPROPRIATE STORM DOORS



INAPPROPRIATE STORM DOORS

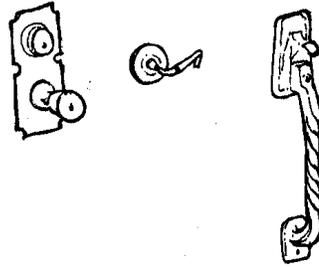


APPROPRIATE

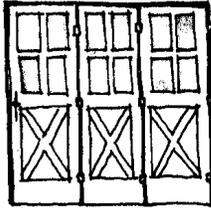


FOR PERS - 1870'S

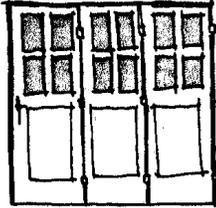
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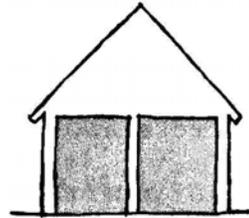
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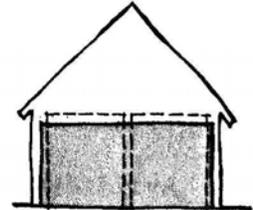
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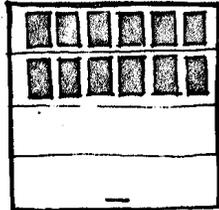
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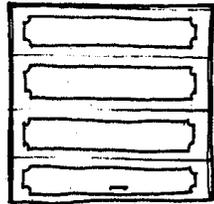
INAPPROPRIATE ALTERATION



MAY BE



INAPPROPRIATE



MASONRY

RECOMMENDED:

1. Damage to masonry is usually caused by movement or water infiltration. Causes should be identified and stopped before undertaking repairs.
2. If mortar is missing or loose, the joints should be cleaned out and repointed using a mortar mix which closely matches the composition, joint profile and color of the original. A high-lime content mortar should be used on soft historic bricks. No more than 20% of the lime should be substituted by white portland cement for workability.
3. Careful removal of mortar from the joints so as not to damage the brick edges.
4. Whenever partial or total foundation replacement is required, the new foundation walls should be faced in materials that match the original in appearance. Reuse of the original material on the face of the foundation is preferable.
5. Whenever replacement brick or stone is needed, use salvaged or new material which closely matches the original in size, color and texture.
6. Whenever masonry has been painted, it is usually advisable to repaint after removing all loose paint. Old paint which is firmly fixed to the masonry will usually serve as an adequate surface for repainting. Methods that attempt to remove all evidence of old paint can damage the masonry (softer masonry is more prone to damage).
7. Any cleaning should be done with the gentlest method possible and should be stopped at the first evidence of damage to masonry. Test patches should be used to assess the effect of any proposed cleaning method.

NOT RECOMMENDED:

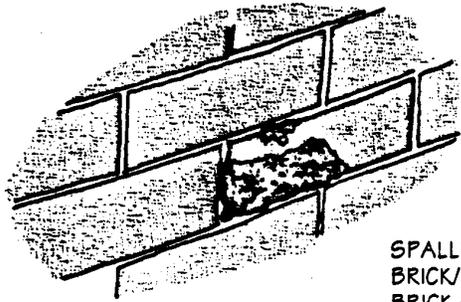
1. Replacing bricks, unless excessively spalled or cracked. Consider reversing a brick to expose its good surface before replacing it with a new brick.
2. Using what is commonly called "antique" brick. These consist of a mixture of bricks, in a wide range of different colors and types. Bricks on historic buildings were usually uniform in color.
3. Covering-over or replacing masonry simply to eliminate evidence of past cracks, repairs, and alterations.

4. The cleaning of dirt, grime and weathering from masonry surfaces is usually not necessary unless it is causing damage or is unsightly. In any case, the goal should not be to make the masonry look new. Old masonry neither can nor should regain its original appearance.
5. Power grinders. The mechanical equipment is cumbersome and even the most skilled worker will tire or slip and cause irreversible damage.
6. Sandblasting, high pressure water blasting (over 600 psi), grinding, and harsh chemicals.
7. Waterproof and water repellent coatings are typically not recommended because they are generally not needed and can potentially cause serious damage to the masonry. However, in certain cases, waterproof or water repellent coatings may be considered if the condition of the masonry justifies such treatment.
8. Covering masonry with tar or cement coatings.

TUCKPOINT WARNING! When repointing, or "tuckpointing," a historic masonry building, it is very important to use a soft lime mortar. Modern mortar mixes used today are often much harder and less permeable than historic soft lime mortars. Mortar used for repointing should be softer or more permeable than the masonry itself, and no harder or more impermeable than the historic mortar to prevent damage. Building stresses caused by expansion, contraction, or settlement are relieved by mortar, not masonry. Mortar that is stronger in compressive strength than the masonry will not "give," and causes building stresses to be relieved through the masonry walls. This results in permanent damage to the masonry, such as cracking and spalling, and cannot be repaired easily.

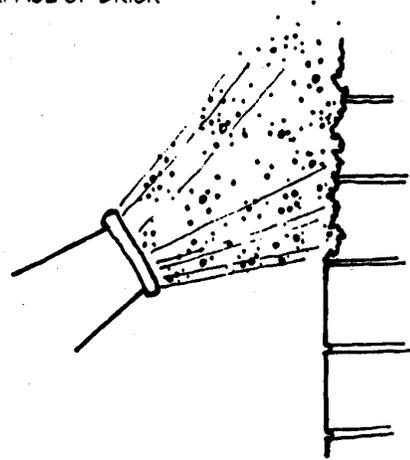
SANDBLAST WARNING! Sandblasting (and other forms of abrasive "grit" cleaning methods) can be extremely harmful and cause irreparable damage to masonry buildings. Sandblasting removes the hard, outer protective surface from brick or stone and exposes the masonry's porous inner core. This porous surface is extremely susceptible to water infiltration and erosion. In winter months, sandblasted masonry is particularly vulnerable to the freeze-thaw cycle, and can cause masonry surfaces to crack, spall, and delaminate.

"Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible." *The Secretary of the Interior's Standards for Rehabilitation.*

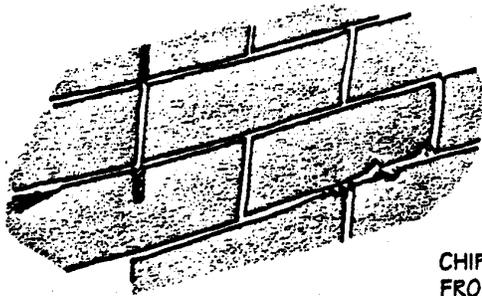


SPALLED
BRICK/MISSING
BRICK SURFACE

SANDBLASTING REMOVES
SURFACE OF BRICK



CARELESS USE OF A
POWER GRINDER OR SAW
TO REMOVE MORTAR



CHIPPED BRICK
FROM CARELESS
USE OF A CHISEL

PAINT¹

RECOMMENDED:

1. Gently remove all loose, flaking paint and clean the surface before repainting (see “Careful Cleaning” note below). It is not necessary to remove all old paint as long as it is firmly fixed to the surface.
2. Paint colors are essentially a personal choice. They are reversible, have no permanent effect and have usually changed many times throughout the history of a building. There are two general approaches that are appropriate for selecting a color scheme.
 - a) Identify through research the original colors and repaint with matching colors. Previous paint colors can be found by scraping through paint layers with a knife, analyzing the paint in the laboratory, or finding hidden areas which were never repainted.
 - b) Repaint with colors commonly in use at the time the building was built.
3. Consider using different shades of the same color when variation in color is desired but there is a danger of the color scheme becoming too busy.

NOT RECOMMENDED:

1. Any type of permanent coating systems, such as Liquid Vinyl Siding®, Liquid Siding®, ceramic coating systems, Rhino-Shield™, etc (see warning on next page).
2. Waterblasting and other forms of abrasive cleaning as a method of paint removal (see warning on next page).
3. Caulking under wood siding. Caulking prevents proper water evaporation and contributes to wood rot.
4. Monochromatic (single color) color schemes on buildings that originally had vibrant, multiple and contrasting colors.
5. Highly polychromatic (multi-color) color schemes on buildings that were originally painted with restraint and simplicity.
6. Painting any previously unpainted masonry surfaces.

¹ **DEFINITION:** Paint is an opaque coating generally made with a binder, liquid, additives, and pigments. Applied in a liquid form, it dries to form a continuous film that protects and improves the appearance of the substrate. Latex paints are composed of pigments suspended in water, whereas oil paints are alkyd resins thinned with products such as turpentine. Both oil and latex paints are considered appropriate for historic buildings.

Commercial Buildings

7. Removing historic painted wall signs (i.e. “ghosting”).

WATERBLAST WARNING! Waterblasting is not a recommended method of paint removal because it forces water deep into the wood. Weather conditions, such as high humidity or cold temperatures, affect the rate of water evaporation. Water forced deep into the wood may become trapped beneath a newly painted surface. This trapped water may cause paint to blister and peel, and can also cause damage to the wood substrate. To prep a wood surface for repainting, first hand scrape the wood to remove any loose or flaking paint. Then clean the surface by water washing with a garden hose and gently scrub using a mild detergent and a medium soft bristle brush.

PERMANENT PAINT WARNING! Permanent coating systems, such as Liquid Vinyl Siding®, Liquid Siding®, ceramic coating systems, Rhino-Shield™, etc. are different from traditional paint. These products are paint-like coating systems made from polymers and resins that emulate, but dry thicker, than regular paint. Such products were only recently introduced to the market, and their durability, resilience, and “repairability” is uncertain.

The IHPC does not consider these products to be appropriate.

PORCHES

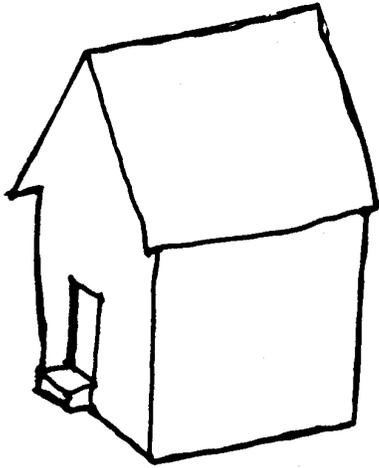
RECOMMENDED:

1. Repair and retain original porches.
2. If rebuilding is necessary due to structural instability, reuse as much of the original decorative details as possible.
3. Assess the significance of a non-original porch before considering removing or altering it. A porch added to a building at a later date should not be removed simply because it is not original. It may have its own architectural or historic importance and is evidence of the evolution of the building.
4. Original porch floors should be repaired or replaced to match the original.
5. If a porch is missing, a new porch should be based on as much evidence as possible about the original porch design, shape, and details. Check the following sources for evidence:
 - a) old photographs
 - b) historic Sanborn maps
 - c) paint lines defining porch roof outlines
 - d) paint lines defining porch post design
 - e) remnants of the porch foundation
 - f) similar houses in the neighborhood (helpful but not always dependable)
 - g) oral descriptions from previous owners
6. Where little or no evidence of the original porch remains, a new porch should reflect the typical porch of the era while being identifiable as a recent addition not original to the building.

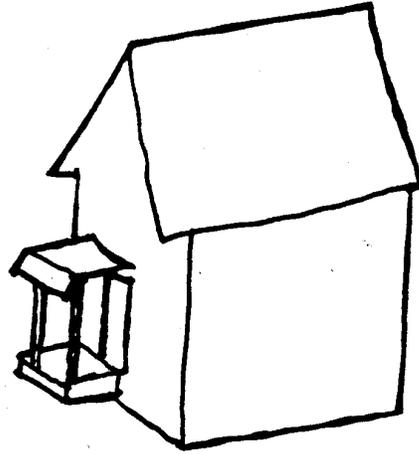
NOT RECOMMENDED:

1. Alterations to historic porches, especially on primary facades.
2. Replacing original stone steps.
3. Replacing original wood floors with concrete.
4. Placing new porches in locations which never had porches, especially on significant elevations.

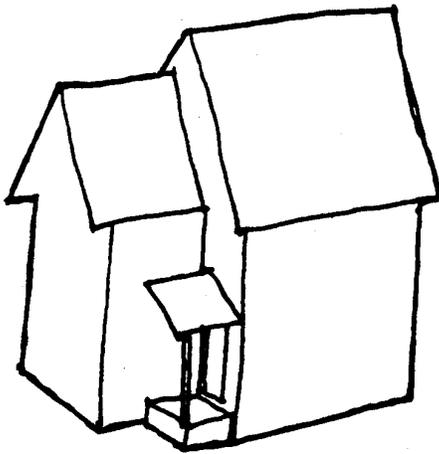
ORIGINAL



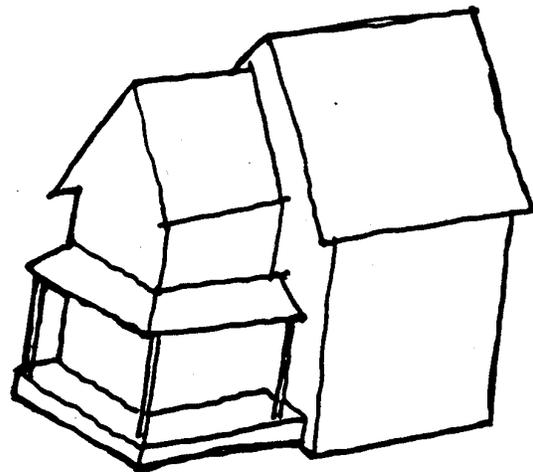
INAPPROPRIATE



ORIGINAL



INAPPROPRIATE



ROOFS AND ROOF ELEMENTS

RECOMMENDED:

General

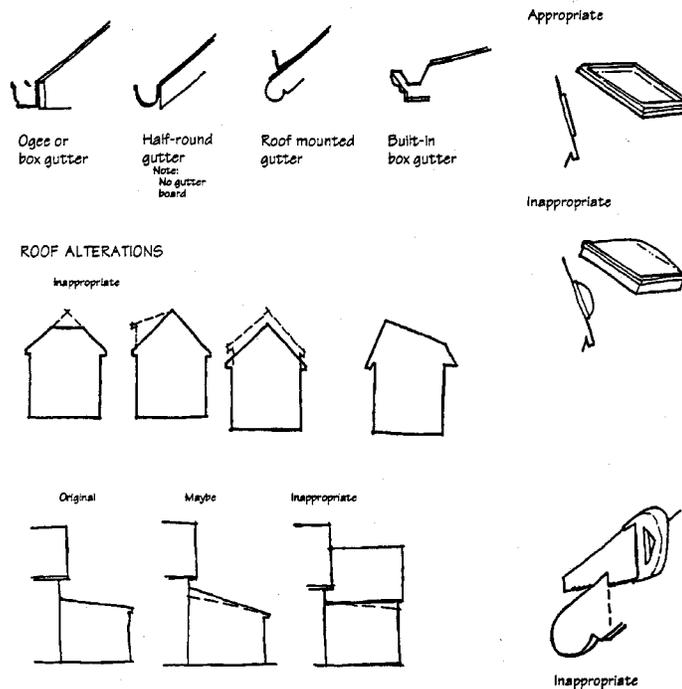
1. Original slate or tile roofs should be repaired rather than replaced. If replacement is necessary, new or-imitation slate or tile is preferred. Consider retention of good material for installation on roof slopes visible to the street. If replacement with slate or tile is not economically possible, use asphalt or fiberglass shingles in a pattern or color similar to the original roof material.
2. Preferred colors for asphalt or fiberglass roofs are medium to dark shades of grey and brown. Solid red and green roofs are appropriate on some early 20th century buildings.
3. A flat roof that is not visible from the ground may be repaired or reroofed with any appropriate material, provided it remains obscured from view.
4. Adding a slope to a problem flat roof if it is not visible from the ground or does not affect the character of the building.
5. When evaluating the appropriateness of a rooftop deck, the following guidelines should be met:
 - a. The deck should be set back as far as possible from the building's front elevation and be as unobtrusive as possible.
 - b. The deck must be enclosed by a railing or fence that is simple in design and open in nature (a metal railing or fence is preferable).
6. A drip edge, if used, should be either prefinished or painted to match surrounding building materials.
7. Gutters and downspout should match the building body and/or trim color.
8. Repairs and retention of built-in gutters or reconstruction of the gutters in a similar configuration using alternative materials.
9. Where exposed rafter ends were original, roof mounted or half-round, hung gutters are preferred. Consider channeling water run off on the ground rather than installing gutters when none originally existed.
10. Flat surfaced skylights with frames that match the roof color may be considered if they are inconspicuous and do not alter the building's basic character.
11. Original chimneys that contribute to the roof character should be repaired and retained. If no longer in use, they should be capped rather than removed.

Commercial Buildings

12. Installation of mechanical and service equipment (such as condensers, transformers or solar collectors) may be installed on the roof where they are inconspicuous from view of the public right-of-way and do not damage or obscure character defining features.

NOT RECOMMENDED:

1. Alterations to the roof slope and shape unless past inappropriate alterations are being reversed.
2. White, light, or multi-colored shingles.
3. Rolled roofing.
4. The addition of dormers on roof areas that are significant to the character of the building.
5. Covering exposed rafter ends with a gutterboard or altering (cutting) decorative rafter ends to accept a new gutterboard.
6. Skylights on prominent roof slopes that affect the building character. Bubble style skylights break the roof plane and should be avoided.
7. Placing mechanical equipment such as roof vents, new metal chimneys, solar panels, TV antenna, satellite dishes, air conditioning units, etc. where they can be seen from the street or affect the character of the building.



SECURITY

RECOMMENDED:

General

1. Security devices that will not detract from the character of the building and surrounding area. Examples include installing locks on windows and doors, installing alarm systems, and installing lighting.

Residential Buildings

2. If a security door is necessary on residential buildings, security doors should; a) have as few bars as possible, b) be simple in design with no decorative details, c) fit the door opening exactly, without alteration to the door frame, and d) be painted to match the door it protects.
3. Fixed bars on the inside of basement windows because of their minimal impact to the character of a building.

Commercial Buildings

4. If a physical barrier is necessary on commercial buildings, consider interior rolling grills that can be pulled down at inoperative hours and reopened during business hours.

NOT RECOMMENDED:

General

1. Overly decorative security doors.
2. Closing up window or door openings.
3. Replacing basement windows with glass block.
4. Permanently fixed bars on the exterior of windows.
5. Replacing original doors with metal doors.

Commercial Buildings

6. Exterior folding gates on the front of commercial buildings.

SIDEWALLS (COMMERCIAL BUILDINGS)

Sidewalls refer to the side elevations of a commercial building. Many commercial buildings share sidewalls with an adjacent building(s), which is referred to as a “party” wall.

RECOMMENDED:

1. Restoration of ornate or finished sidewalls in the same manner as front facades.
2. New window or door openings may be considered in former “party” walls. Placement, size and style should be compatible without replicating original openings. New window and door openings in party walls are considered temporary since future development may occur on the adjacent site.
3. Painted signs on sidewalls that historically had such advertising might be considered provided the design evokes the character of historic sidewall signage.

NOT RECOMMENDED:

1. Using sidewalls for advertising or billboards.
2. Making old “party” walls appear as an originally finished, major facade.

WARNING—CONSULT CODE! Prior to installing new window and door openings in sidewalls, consult the Indiana State Uniform Building Code for restrictions.

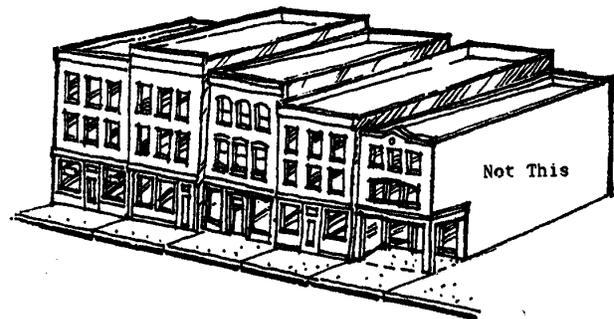
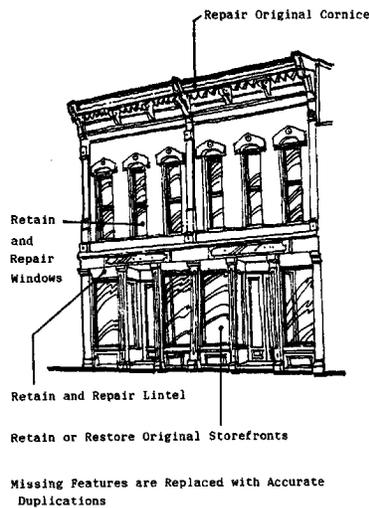
STOREFRONTS

RECOMMENDED:

1. Maintain the original proportions, dimensions and elements when restoring, renovating or reconstructing a storefront:
 - a) Retain or restore the glass transom panels, kickplates and entrances at their original locations and proportions.
 - b) Restore detail to the original, if evidence exists. Use simplified detail if original evidence does not exist.
2. If covered, consider uncovering the original lintel, support wall or piers to reestablish the storefront frame.
3. If original storefront is gone and no evidence exists, construct a new storefront that incorporates traditional storefront elements, such as display windows, transoms, kickplates, etc.

NOT RECOMMENDED:

1. Using elements typically found in commercial shopping strips that do not relate to the historic elements in the area.
2. Setting new storefronts back from the sidewalk and disrupting the visual order of the block.
3. Creating new storefronts that replicate non-documented "historic" facades or evoke styles that pre-date the building or that evoke other places.
4. Introducing mechanical equipment, e.g. air conditioners, in storefronts.



Storefronts are not set back from the Sidewalk

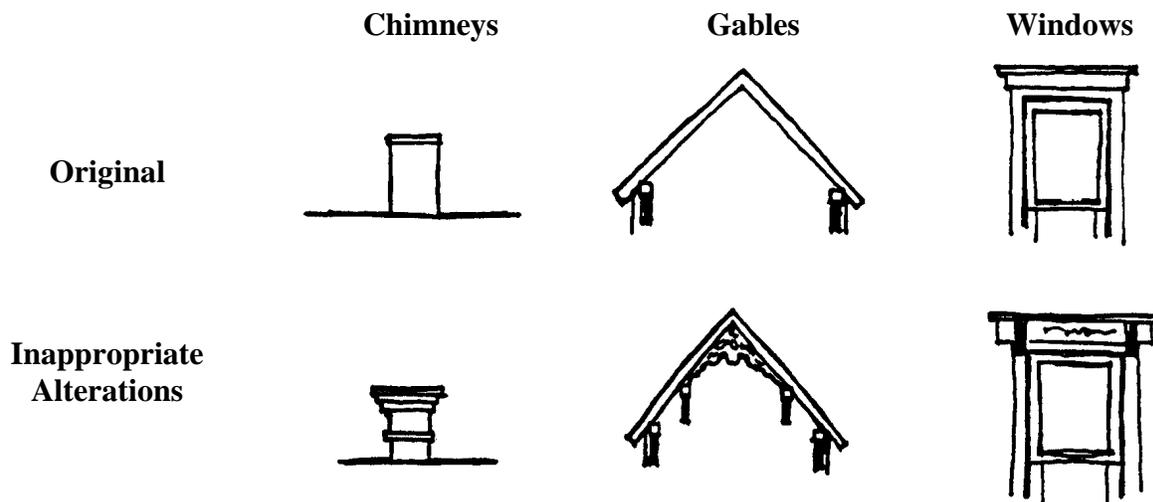
TRIM AND ORNAMENTATION

RECOMMENDED:

1. Repair and preserve the original cornice, trim and decorative elements, even if worn or damaged. Replace with a replication only if damaged beyond repair or if the material is unsound.
2. Missing decorative details may be added when there is evidence that they existed. Evidence can be found from old photographs, remnants left on the building, paint lines where parts were removed, nail holes, old notches and cut outs in siding and trim. Observation of details on similar historic buildings can assist but is not always conclusive.
3. New materials may be considered if they can be painted and the dimensions and the finished visual effect appears the same as wood.

NOT RECOMMENDED:

1. Fabricating a history that does not exist by using ornamentation that is foreign to a building or has no evidence of having existed.
2. Removing decorative elements simply because they are not original to the building. They may have significance of their own or are evidence of the evolution of the building.
3. Adding decorative details to parts of a building that never had such details. For example, window and door trim was sometimes different and more simple on the side, both sides or the rear of a building.
4. Covering up original details.



WINDOWS AND WINDOW OPENINGS

RECOMMENDED:

1. Windows on an historic building are important elements defining its architectural character and historic significance. Their original materials and features should be respected and retained. Replacement should only be done if necessary and if the replacement is similar to the original.
2. Historic decorative glass (art, etched, leaded, prism, stained, etc.) windows are particularly important architectural features. Every effort should be made to retain decorative glass windows and the utmost consideration and attention should be given to their repair. Replacement of decorative glass windows should only be considered when the window(s) are so deteriorated that repair is not economically feasible.
3. Window replacement should be considered only when one of the following conditions exists and can be documented:
 - a. The existing windows are not original and are not significant.
 - b. The condition of existing windows is so deteriorated that repair is not economically feasible.
4. Rather than replacing windows to attain energy efficiency, existing windows should be repaired and retrofitted using caulk, weather-stripping, modern mechanical parts, and storm windows. Some windows can be slightly altered to accept insulated glass.
5. If it is determined that window replacement is justified and the affected window(s) is a multi-light, a new true divided light replacement window(s) is preferred. New simulated divided light window(s) may be considered appropriate provided the following criteria are met:
 - a. The new window and muntins are solid wood.
 - b. The new window replicates the historic muntin pattern (e.g. a six-over-one window should be replaced with a new six-over-one window).
 - c. The new window replicates the historic muntin in size, shape, dimension, and profile.
 - d. The simulated muntins should be permanently affixed to both the inside and outside of the glass.
 - e. If the new window contains insulated glass, a spacer (or shadow bar) should be installed between the panes of glass to give the appearance of a true divided light window.
6. Frosted (translucent) replacement glass may be considered appropriate when the following conditions exist:
 - a. The affected window is on a side and/or rear elevation(s),
 - b. The affected window is not clearly visible from the street,
 - c. The alteration is reversible, and
 - d. There is a functional need for the frosted glass (i.e. privacy in a bathroom).
7. Storm windows should fit window openings exactly, without the use of spacers. They should

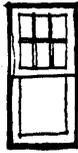
be painted, anodized, clad or otherwise coated in a color to match the existing windows or trim. They should be compatible with the window pattern (no simulated muntins or decorative details), should not obscure window trim and may be made of wood, aluminum, or other metal. Consider interior storm windows.

8. Original window trim should be preserved and retained. Only badly deteriorated sections should be replaced to match original. Decorative window caps or other details should be added only if there is evidence that they existed originally.
9. Exterior shutters may be installed if there is evidence that they once existed on a building, and then, only on those windows which had shutters. For evidence, look for old photographs, remaining hinges and hinge mortises.

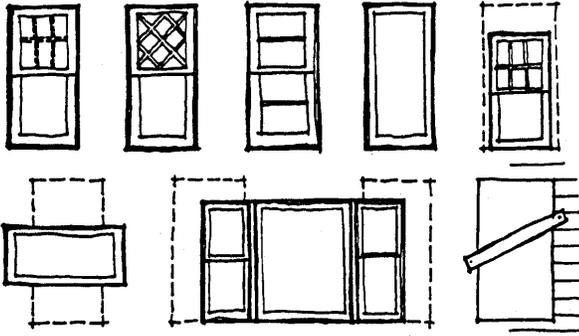
NOT RECOMMENDED:

1. Replacement windows not similar to the original in size, dimension, shape, design, pattern, and material. Examples, aluminum clad, vinyl extruded, or vinyl clad windows, simulated “snap-in” muntins, and tinted glass are not considered similar to original wood windows.
2. Creating new window openings or eliminating original window openings. This should be considered only when necessary and should be avoided on significant, highly visible elevations.
3. Installing decorative glass windows (stained, art, etched, leaded, prism, stained, etc.) where none historically existed.

ORIGINAL



INAPPROPRIATE REPLACEMENTS



INAPPROPRIATE STORM LOCATION

APPROPRIATE STORM LOCATION

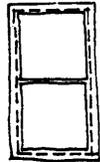
WINDOW



APPROPRIATE STORM



INAPPROPRIATE STORMS



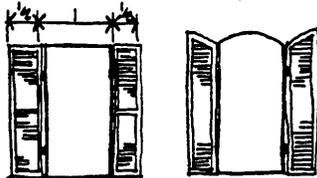
OVERSIZED



DOES NOT FIT WINDOW PATTERN



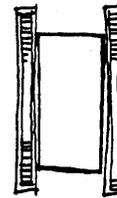
APPROPRIATE SHUTTERS



INAPPROPRIATE SHUTTERS



TOO SHORT
TOO WIDE



TOO LONG
TOO THIN

WOOD SIDING

RECOMMENDED:

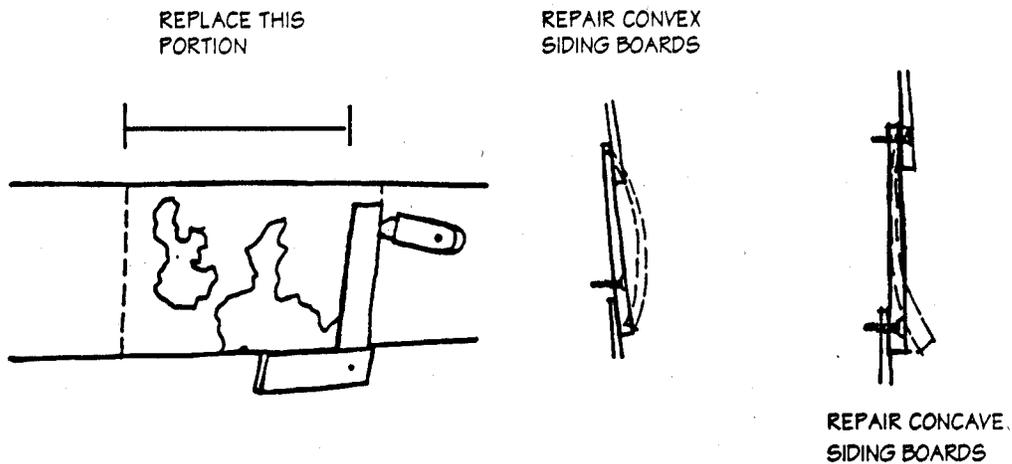
1. Unrestored wood siding may look beyond repair but may be in better condition than it looks. The preferred approach to wood siding is as follows:
 - a. Retain all of the sound original wood siding.
 - b. Repair and retain split boards by nailing and/or gluing with waterproof glue.
 - c. Leave concave or convex boards as they are unless there is a problem. If necessary, repair by carefully inserting flat screws in predrilled holes and gradually tighten.
 - d. Putty nail holes.
 - e. Rotten sections should be cut out using a saw, chisel or knife. The new piece to be inserted must match the original in size, dimension, profile, and texture. Only smooth sawn wood should be used. It may be a new wood board or a salvaged board.
 - f. Missing boards should be replaced with new or salvaged wood boards to match the original.
 - g. Siding should be primed and painted after removing all loose, flaking paint and gently cleaning the surface with a low-pressure water wash.
2. Replacement of original siding is generally justified only by documented problems with the material's structural condition. Aesthetic reasons generally do not justify replacement. As a rule, the following are conditions that generally do justify replacement:
 - a. Badly rotten wood
 - b. Boards with splits (especially multiple splits) that cannot reasonably be repaired
 - c. Burned wood
 - d. Missing wood

NOT RECOMMENDED:

1. Removing the original siding. Historic siding provides important physical evidence of a building's history and adds immeasurable value to a building's historic character. When historic siding is replaced with new wood siding, the irregularities that record the building's evolution through time and give it its character are lost. In short, the historic significance of a building where the original siding is removed is diminished. As a rule, the following reasons generally do not justify replacement:
 - a. To remove paint
 - b. To avoid repairs
 - c. To hide past or planned alterations
 - d. To increase energy efficiency
 - e. To restore the "original" appearance (to look "new")
2. If wood siding is covered by insul-brick, aluminum or vinyl siding, do not assume the original siding will need total replacement. Assess the situation only after total removal of

the covering material. Assessment based on partial removal may lead to the wrong conclusion.

3. If replacement of siding is justified (partial or total), avoid using any material other than real wood with dimensions, profile, size and finish to match the original. Hardboard, plywood, aluminum, vinyl or other synthetic or unnaturally composed materials do not look, feel, wear or age like the original and should be avoided. Generally, rough sawn wood is not appropriate.
4. It is neither necessary nor in many cases desirable to remove all old paint from wood. Methods to accomplish total removal of paint can be damaging to the siding and should be pursued with great care. The use of high pressure water blasting (over 600 psi), sandblasting, rotary sanding or a blow torch should be avoided.
5. Caulking under wood siding is not recommended. Caulking prevents proper water evaporation and contributes to wood rot.



GUIDELINES FOR RENOVATING NON-CONTRIBUTING BUILDINGS

Buildings identified on the Building Significance Map as non-contributing can be assumed to have little, if any, historic significance. Work done to such buildings should follow the guidelines in this section. Work that is proposed to a building identified as non-contributing is viewed somewhat differently than work done to a contributing building. The effect that a building alteration has on surrounding historic buildings and on the character of the area is the primary factor rather than the effect on the subject building itself. This different perspective results in a much greater latitude for change in non-contributing buildings than in contributing buildings.

RECOMMENDED:

1. Consider the following issues when planning major alterations to non-contributing buildings;
 - a. Does the building have good design features that should be kept, enhanced, or can otherwise contribute to the new design?
 - b. What are the prevalent materials, colors, heights, architectural features, etc. in the surrounding area?
 - c. What is the context of the building, i.e. historic buildings, non-historic buildings, vacant land?
 - d. Does the non-historic building have an aesthetic effect on any historic buildings?
2. Renovations, alterations and rehabilitation should use quality materials and craftsmanship.
3. New architectural elements added to a non-historic building should be of a simple design compatible with the building and not visually intrusive within the district.

NOT RECOMMENDED:

1. Materials, patterns and colors that directly conflict with surrounding historic buildings and the general character of its surroundings.
2. Altering a non-historic building to reflect an earlier time or another place.
3. Adding historic-looking features to a non-historic building to make the building look historic or of an earlier time period.

GUIDELINES FOR NEW CONSTRUCTION

INTRODUCTION

The purpose of historic area designation is to preserve the character of a district or a building. Unfortunately, numerous historic structures were demolished or relocated in many of Indianapolis' urban neighborhoods, including Chatham-Arch and Massachusetts Avenue, which resulted in vacant lots scattered throughout the neighborhood. In the past decade, many of the historic area's vacant lots were built upon, although several vacant lots exist today. It is recommended that the remaining vacant lots be used for compatible infill construction per the land use recommendations included in this plan. Vacant lots may also be appropriate sites for threatened historic buildings from outside the historic district.

The following concepts and criteria were prepared to assist those persons planning new construction in the historic area. These guidelines are used by the Indianapolis Historic Preservation Commission (IHPC) for review of applications for Certificates of Appropriateness. IHPC approval is required before a building permit is issued.

ADVICE: Those proposing new construction are strongly recommended to consult as early as possible in the design process with:

- IHPC staff, and
- Affected neighborhood organizations (contacts are available from the IHPC office).

Experience has proven that design development, project review and IHPC approval is smoother when all the interested parties have been consulted early.

FUNDAMENTAL CONCEPTS

The purpose of new construction guidelines is to present concepts, alternatives, and approaches that will produce design solutions that recognize the characteristics of the Chatham-Arch and Massachusetts Ave. historic area and bring harmony between new and existing buildings. The guidelines are not meant to restrict creativity, but to set up a framework within which sympathetic design will occur. It should be noted that within an appropriate framework there can be many different design solutions that may be appropriate. While guidelines can create an acceptable framework, they cannot ensure any particular result. Consequently people may hold a wide range of opinions about the resultant designs since those designs are largely a factor of the designer's ability.

- Chatham-Arch and Massachusetts Ave. are historic areas unique to Indianapolis and represent a specific period in the development of the City. Attempts to design new construction modeled after other historic communities, such as Georgetown, Savannah, Williamsburg, or New Harmony, are not appropriate.
- New construction should reflect the design trends and concepts of the period in which it is created. New structures should be in harmony with the old, yet at the same time be

distinguishable from the old, so the evolution of the historic area can be interpreted properly. The architectural design of any period reflects the technology, construction methods, and materials available at the time. Therefore, today's architecture should reflect the design approaches, technology, and materials currently accessible. Imitation of "period" styles in buildings of new construction is not appropriate in any historic area. Mimicking the traditional design characteristics of an area will dilute the quality of the existing structures and will threaten the integrity of the district.

- Newly designed buildings should not detract from the character of the historic area. Form, scale, mass, and texture are all elements that allow classification of a particular building into type and/or style categories. The concentration of a certain style of building, and/or the mixture of types and styles, are the ingredients that give the area its quality. New construction must relate the elements of the new building to the characteristics of the historic district and its individual components.
- New construction should clearly indicate, through its design and construction, the period of its integration within the district.
- Universal access to all persons is encouraged in new construction.

NEW CONSTRUCTION GUIDELINES: CONTEXT

Guidelines serve as aids in designing new construction that reacts sensitively to the existing context in a manner generally believed to be appropriate. Therefore, the most important first step in designing new construction in any historic district is to determine just what the context is to which the designer is expected to be sensitive.

Every site will possess a unique context. This will be comprised of the buildings immediately adjacent, the nearby area (often the surrounding block), a unique subarea within the district, and the district as a whole.

Generally, new construction will occur on sites that fall into the following categories. For each one described below, there is an indication of the context to which new construction must be primarily related.

- 1. DEVELOPED SITE.** This is usually a site upon which there already exists a primary structure. New construction usually involves an addition to an existing building or the construction of an accessory building such as a garage.

Context. New construction must use the existing building as its most important, perhaps only, context.
- 2. ISOLATED LOT.** This is usually a single vacant lot (sometimes two very small lots combined) that exists in a highly developed area with very few if any other vacant lots in view.

Context. The existing buildings immediately adjacent and in the same block, and the facing block provide a very strong context to which any new construction must primarily relate.
- 3. LARGE SITE.** This is usually a combination of several vacant lots, often the result of previous demolition.

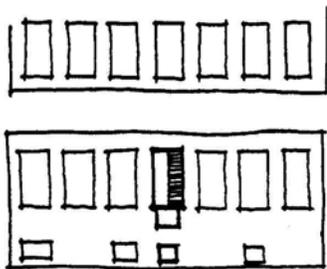
Context. Since this type of site was usually created as a result of relatively extensive demolition, its surrounding context has been weakened by its very existence. However, context is still of primary concern. In such case, a somewhat larger area than the immediate environment must also be looked to for context, especially if other vacant land exists in the immediate area.
- 4. EXPANSIVE SITE.** This site may consist of a half block or more of vacant land or the site may be a smaller one surrounded by many other vacant sites. Often there is much vacant land surrounding the site.

Context. The context of adjacent buildings is often very weak or non-existent. In this case, the surrounding area provides the primary context to the extent that it exists. Beyond that, the entire historic area is the available context for determining character. This type of site often offers the greatest design flexibility. Where the strength of the context varies at different points around a site, new design should be responsive to the varying degrees of contextual influence.

NEW PRIMARY STRUCTURES

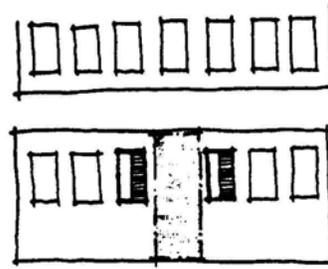
The first step to take in designing new construction is to define the context within which it will exist. Once the context is understood, the following guidelines are meant to assist in finding a compatible design response. Setbacks, orientation, spacing, heights, rhythm, outline and mass are elements that generally relate to a building's fit within its surrounding street and alley character. Style, fenestration, foundation, entry, and materials are elements that generally describe the architectural compatibility of a new building to its existing neighbors.

DEVELOPED SITE
ADDITION TO EXISTING BUILDING



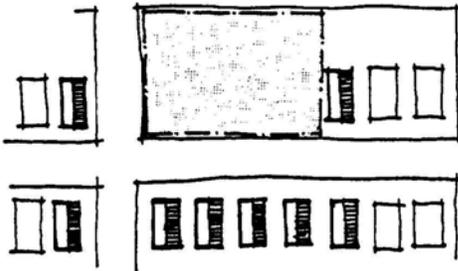
USE EXISTING BUILDING IN DETERMINING
PRIMARY DESIGN OF ADDITION

ISOLATED SITE
NEW BUILDING ON SINGLE LOT



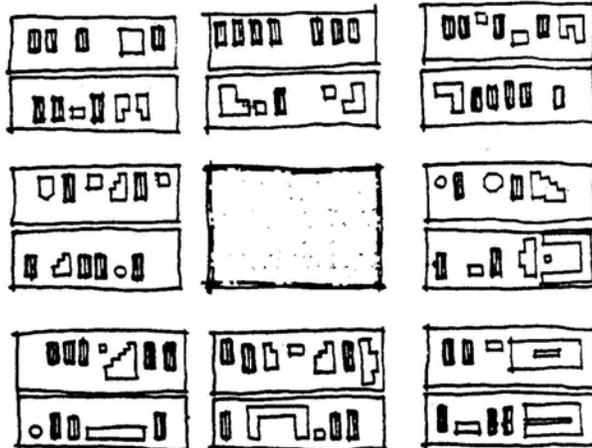
USE EXISTING BUILDINGS SURROUNDING
THE SITE IN DETERMINING DESIGN OF
NEW BUILDING

LARGE SITE
NEW BUILDING ON SEVERAL SITES



USE EXISTING BUILDINGS SURROUNDING
THE SITE IN DETERMINING DESIGN OF
NEW BUILDING

EXPANSIVE SITE
NEW BUILDINGS ON LARGE SITE



USE EXISTING BUILDINGS THROUGHOUT
THE AREA IN DETERMINING DESIGN OF
NEW BUILDING

MATERIALS: The visual, structural, and performance characteristics of the materials visible on a building exterior.

RECOMMENDED:

1. Textures, patterns and dimensions of building materials should be compatible with those found on historic buildings in the area.
2. Natural materials are preferred, although modern materials may be considered provided they appear and perform like natural materials.

NOT RECOMMENDED:

1. The application of salvaged brick, old clapboard siding, barnsiding or any other recycled materials on the exterior of new construction. The use of new compatible material is preferable.
2. Brick as the primary material on a building when its use will result in a significant alteration of the traditional relationship of brick to wood buildings in an area. New construction should reflect this historic distribution of building material.
3. Materials for chimneys that are, or have the appearance of being, combustible.

TYPICAL SIDING ON HISTORIC BUILDINGS



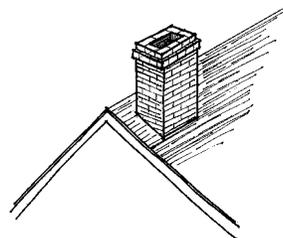
MAY BE APPROPRIATE ON NEW CONSTRUCTION



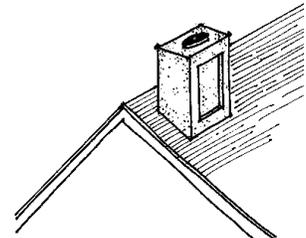
INAPPROPRIATE



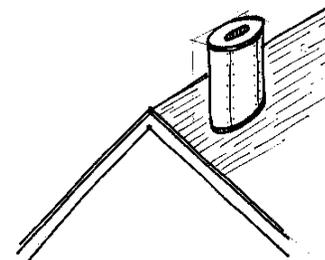
TOO WIDE WRONG DIRECTION DIAGONAL TOO RUSTIC/GRAIN



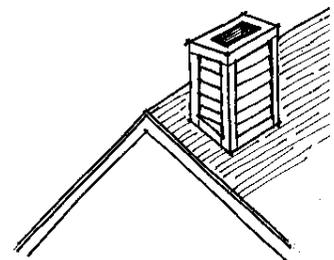
**Brick Chimney
APPROPRIATE**



**Stucco Chimney
APPROPRIATE**



**Metal Chimney
MAYBE APPROPRIATE**



**Clapboard/
Cement-Fiber Chimney
NOT APPROPRIATE**

SETBACK: The distance a structure is set back from a street or alley.

RECOMMENDED:

General

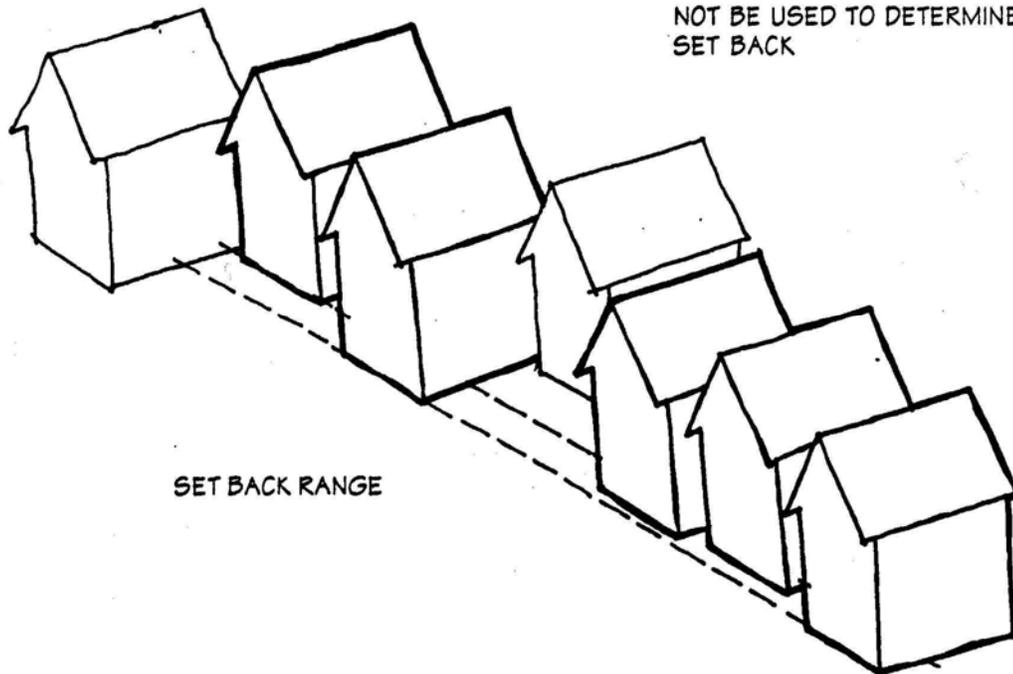
1. A new building's setback should relate to the setback pattern established by the existing block context rather than the setbacks of building footprints that no longer exist. If the development standards for the particular zoning district do not allow appropriate setbacks, a variance may be needed.
2. If setbacks are varied, new construction can be located within a setback that falls within an "envelope" formed by the greatest and least setback distances.
3. If setbacks are uniform, new construction must conform.
4. On corner sites, the setbacks from both streets must reflect the context.

Commercial Buildings

5. New commercial construction should reestablish the historic "building wall" whenever one historically existed.

CLOSER TO STREET THAN MOST
AND SHOULD NOT BE USED TO
DETERMINE SETBACK

SET BACK MUCH MORE
THAN MOST AND SHOULD
NOT BE USED TO DETERMINE
SET BACK



ORIENTATION: The direction that a building faces.

RECOMMENDED:

1. New buildings oriented toward the street.

NOT RECOMMENDED:

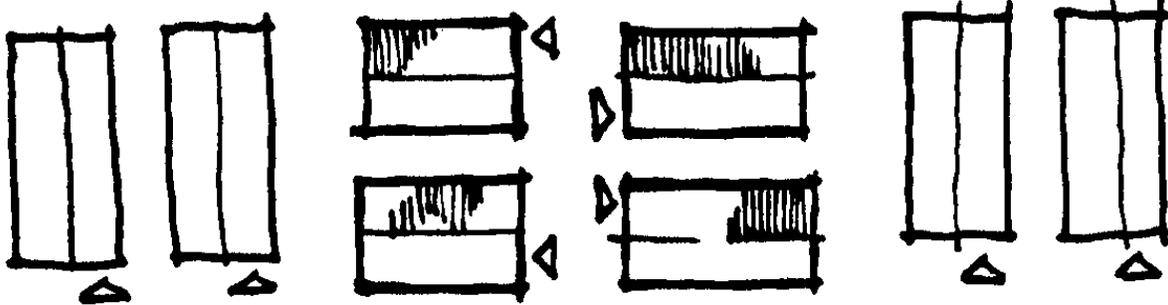
1. New buildings at angles to the street that are not characteristic within the building or neighborhood context.
2. Buildings or building groupings that turn away from the street and give the appearance that the street facade is not the front facade.

INAPPROPRIATE—New Structures do not face the street as existing structures

Existing Structures

New Structures

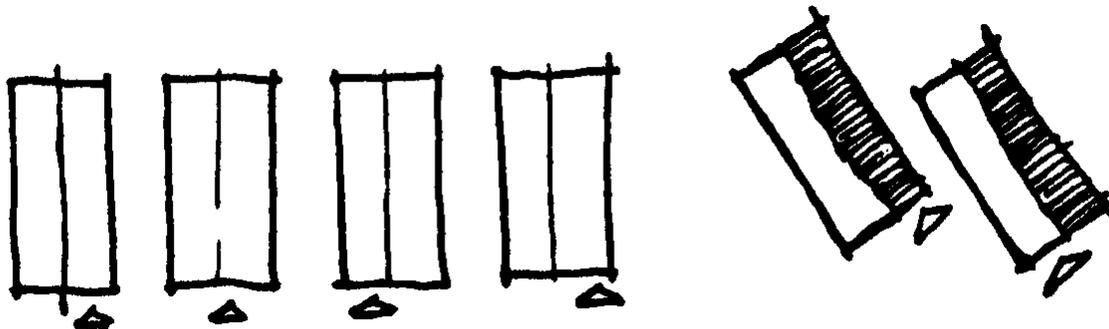
Existing Structures



INAPPROPRIATE—New Structures are at an angle to existing structures

Existing Structures

New Structures



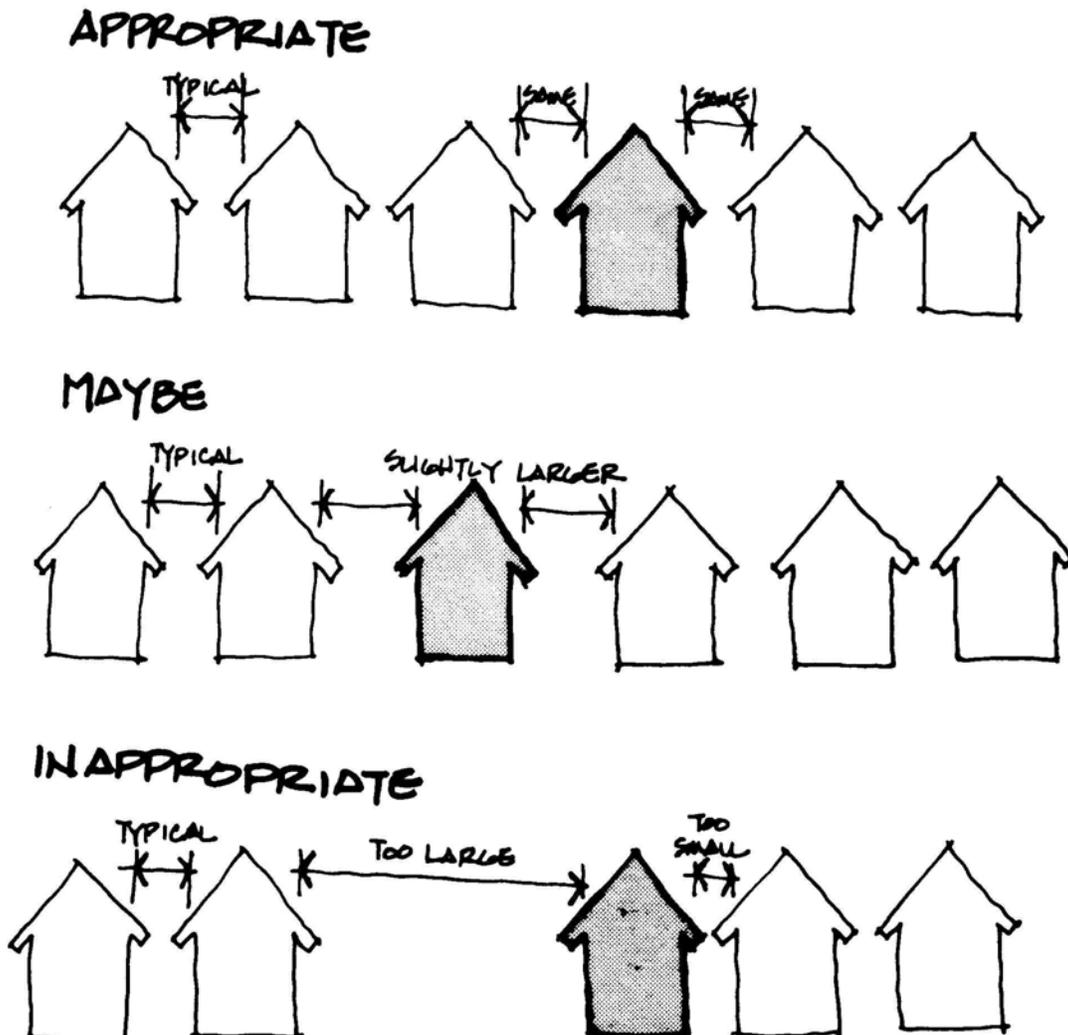
SPACING: The distance between contiguous buildings along a blockface.

RECOMMENDED:

1. New construction that reflects and reinforces the spacing found in its block. New construction should maintain the perceived regularity or lack of regularity of spacing on the block.

NOT RECOMMENDED:

1. The creation of large open spaces where none existed historically. Such spacing is uncharacteristic and establishes holes in the traditional pattern and rhythm of the street.



BUILDING HEIGHTS: The actual height of buildings and their various components as measured from the ground.

Note 1: In areas governed by this plan, building heights should be determined using these guidelines. A zoning variance may be required to accommodate an appropriate height.

Note 2: Consideration may be given to structures that historically occupied the site.

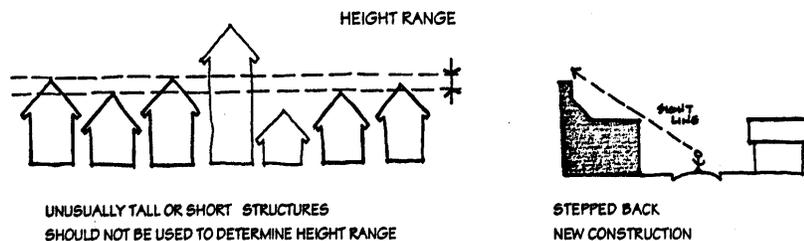
Note 3: Varied building heights may be appropriate depending upon the context of a particular area or zone.

RECOMMENDED:

1. Generally, the height of a new building should fall within a range set by the highest and lowest contiguous buildings if the block has uniform heights. Uncharacteristically high or low buildings should not be considered when determining the appropriate range. If the pattern of the block is characterized by a variety of heights, then the height of new construction can vary from the lowest to highest on the block.
2. Cornice heights can be as important as overall building heights and where there is uniformity, should conform with contiguous buildings in a similar manner.
3. New construction at the end of a block should take into account building heights on adjacent blocks.
4. If the area immediately contiguous to new construction does not offer adequate context to establish an appropriate new building height, the larger historic area context should be assessed.
5. Porch height can have an impact on the height relationships between buildings and should align with contiguous porch foundation and roof heights in a similar manner to building heights.
6. Foundation and floor line heights should be consistent with contiguous properties.

NOT RECOMMENDED:

1. Any building height that appears either diminutive or overscale in relation to its context.



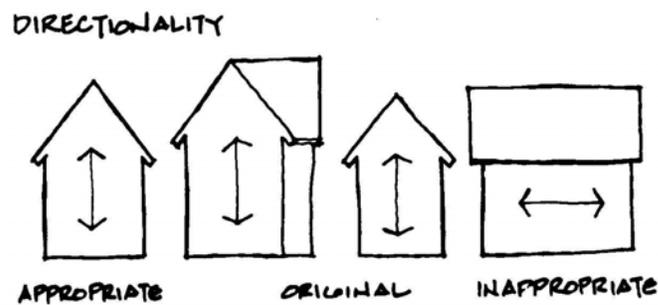
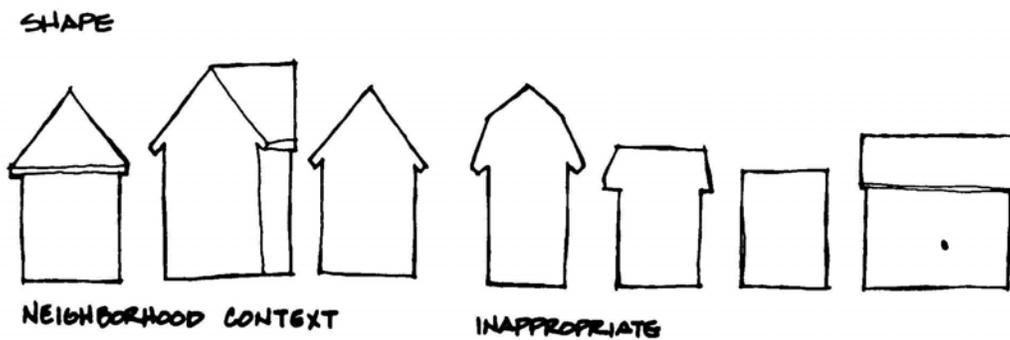
OUTLINE: The silhouette of a building as seen from the street.

RECOMMENDED:

1. The basic outline of a new building should reflect building outlines typical of the area.
2. The outline of new construction should reflect the directional orientations characteristic of the existing buildings in its context.

NOT RECOMMENDED:

1. Roof shapes that create uncharacteristic shapes, slopes and patterns.



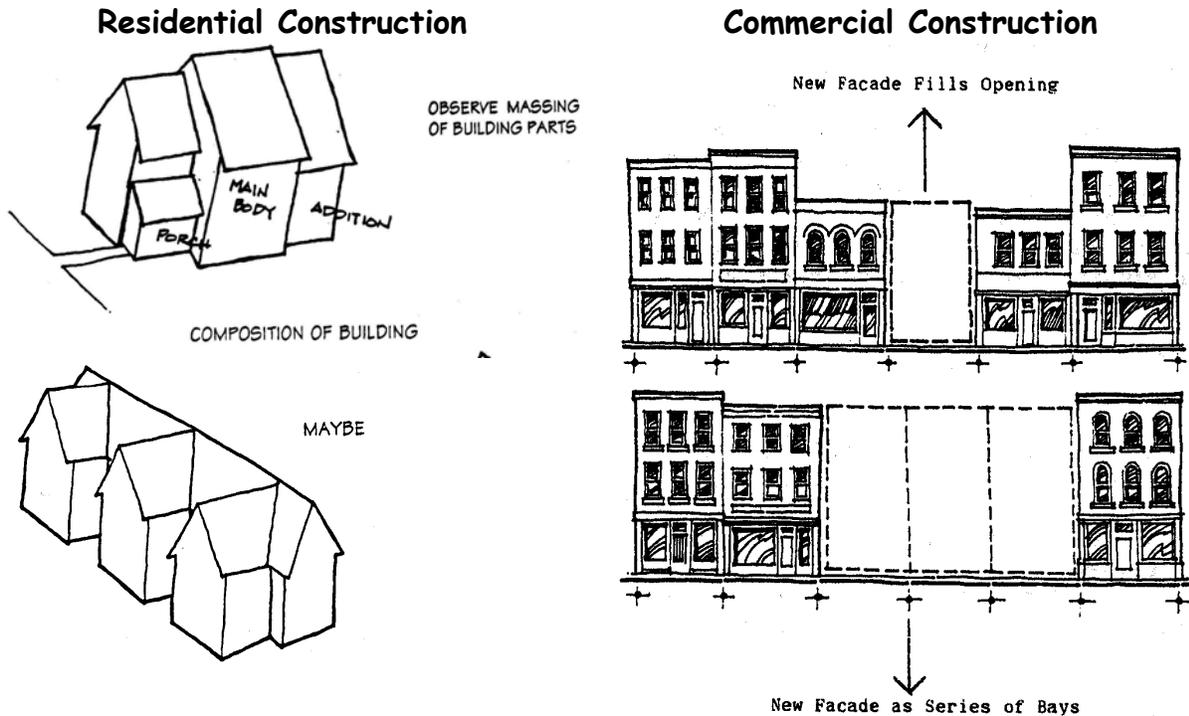
MASS: The three dimensional outline of a building.

RECOMMENDED:

1. The total mass of a new building should be compatible with surrounding buildings.
2. The massing of the various parts of a new building should be characteristic of surrounding buildings.
3. If the context suggests a building with a large mass but the desire is for a smaller space, consider more than one unit as a means to increase the size of the building.
4. A larger than typical mass might be appropriate if it is broken into elements that are visually compatible with the mass of the surrounding buildings.

NOT RECOMMENDED:

1. Near total coverage of a site unless doing so is compatible with the surrounding context.



STYLE AND DESIGN: The creative and aesthetic expression of the designer.

RECOMMENDED:

General

1. No specific styles are recommended. Creativity and original design are encouraged. A wide range of styles is theoretically possible and may include designs that vary in complexity from simple to decorated.
2. Surrounding buildings should be studied for their characteristic design elements. The relationship of those elements to the character of the area should then be assessed. Significant elements define compatibility. Look for characteristic ways in which buildings are roofed, entered, divided into stories and set on foundations. Look for character-defining elements such as chimneys, dormers, gables, overhanging eaves, and porches.

Commercial Buildings

3. The basic proportions of solid to void and façade rhythm which is found on surrounding buildings should be reflected in new construction.

NOT RECOMMENDED:

1. The imitation of historic styles. A district is historic because of actual historic buildings, not because it has been made to "look" historic. New construction will eventually be seen as part of the district's history and will need to be read as a product of its own time.
2. The adoption of, or borrowing from styles, motifs or details of a period earlier than that of the historic district or which are more typical of other areas or cities (Georgetown, Savannah, Williamsburg, New Harmony, etc.).
3. Non-functional or false architectural elements, such as inoperable shutters, non-functional chimneys, false muntins in windows, etc.

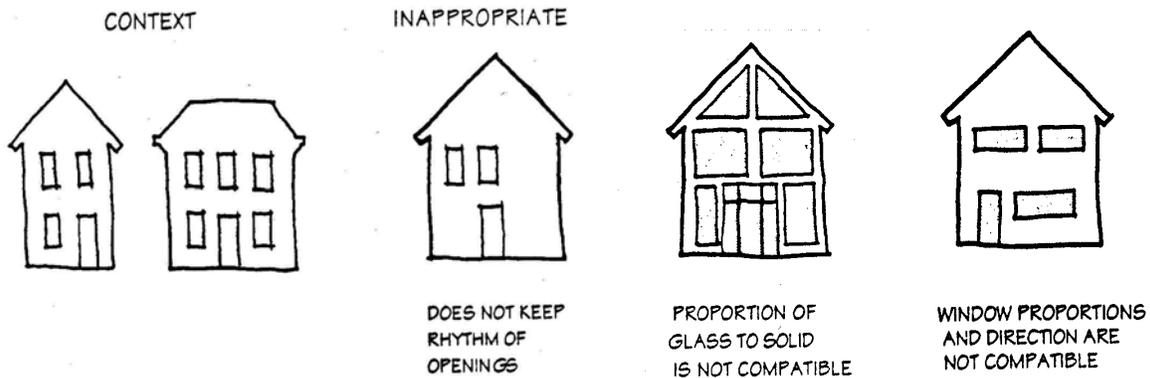
FENESTRATION: The arrangement, proportioning, and design of windows, doors and openings.

RECOMMENDED:

1. Creative expression with fenestration is not precluded provided the result does not conflict with or draw attention from surrounding historic buildings.
2. Windows and doors should be arranged on the building so as not to conflict with the basic fenestration pattern in the area.
3. The basic proportions of glass to solid which is found on surrounding buildings should be reflected in new construction.

NOT RECOMMENDED:

1. Window openings that conflict with the proportions and directionality of those typically found on surrounding historic buildings.
2. Window sash configurations that conflict with those on surrounding buildings.



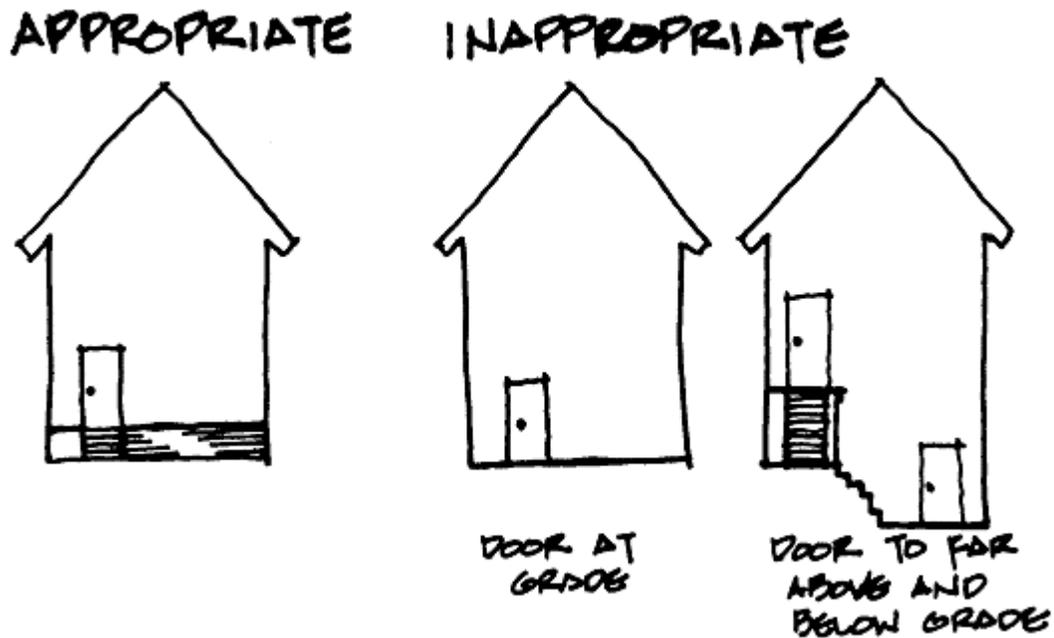
FOUNDATION: The support base upon which a building sits.

RECOMMENDED:

1. New construction should reflect the prevailing sense of foundation height on contiguous buildings.

NOT RECOMMENDED:

1. High, raised entrances if surrounding buildings are raised only two or three steps off the ground.
2. Designs that appear to hug the ground if surrounding buildings are raised on high foundations.



ENTRY: The actual and visually perceived approach and entrance to a building.

RECOMMENDED:

1. Entrances may characteristically be formal or friendly, recessed or flush, grand or commonplace, narrow or wide. New buildings should reflect a similar sense of entry to that expressed by surrounding historic buildings.
2. Not all of the 19th century and early 20th century houses in Chatham-Arch and Massachusetts Avenue had porches. However, the majority of them did. Incorporating front porch elements in the design of new houses is encouraged.
3. Accessibility for all new buildings is encouraged (see “Accessibility” guidelines for New Construction).

NOT RECOMMENDED:

1. Entrances that are hidden, obscured, ambiguous, or missing.
2. Designing approaches to buildings that are uncharacteristic within the area.
3. Creating a primary entrance to a commercial/public building that is not accessible for persons with disabilities.

ACCESSIBILITY: The City of Indianapolis—Marion County recognize the need to accommodate and include persons with disabilities to the greatest extent possible. With regards to historic areas, the goal is to facilitate universal access for all persons.

When designing new structures, the below listed guidelines should be followed.

RECOMMENDED:

1. Building elements and site design intended to provide accessibility should be designed as integral parts of the building and/or site. This is best accomplished if such elements receive the same level of design consideration as all other elements of the building. Such elements should:
 - be integrated into the architectural design and expression of the building,
 - reflect the same attention to detail and finish as the rest of the building, and
 - be constructed of the same quality and type of materials as the rest of the building.
2. Innovative design is encouraged as a way to achieve accessibility in new construction. Accessibility may be a challenge when it conflicts with established, traditional design principles. An example is a street where all the historic houses and porches are many steps above ground level. However, new construction allows the ability to design from scratch using innovative methods to achieve visual compatibility with the surroundings and also provide practical, first-class accessibility.

NOT RECOMMENDED:

Site development and building design for accessibility should not result in the appearance that accessibility is simply “accommodated” rather than consciously designed in an integrated manner. Such elements should not appear to be “after-thoughts.” To accomplish this, the following should be avoided:

- materials that are a poorer quality than those used elsewhere in the building,
- design that visually conflicts with the site and the building,
- accessible paths and entrances that are awkward, not readily useable or add excessive travel time to use.

Note: The IHPC is not responsible for ensuring that applicants meet federal, state and local accessibility requirements. The recommendations in this plan are guidelines and are not descriptions of legal requirements regarding accessibility. Consult the local building code and state and federal laws and regulations to determine legal requirements for accessibility.

NEW ADDITIONS & ACCESSORY BUILDINGS

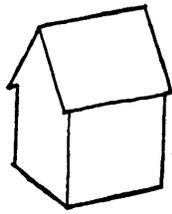
When designing a new addition to an historic building or a new accessory building such as a garage or storage building, the context to which the designer must relate is usually very narrowly defined by the existing buildings on the site. For the most part, the guidelines pertaining to new construction of primary structures (see previous section) are applicable to additions and accessory buildings as long as it is remembered that there is always a closer and more direct relationship with an existing building in this case. The following guidelines are specific to additions and accessory buildings and are particularly important when undertaking such a project.

RECOMMENDED:

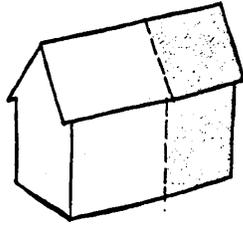
1. Accessory buildings should be located behind the existing historic building unless there is an historic precedent otherwise. Generally, accessory buildings should be of a secondary nature and garages should be oriented to alleys.
2. The setback of a new accessory structure should relate to the setback pattern established by the existing accessory structures on the alley
3. Additions should be located at the rear, away from the front facade.
4. The scale, height, size, and mass of an addition should relate to the existing building and not overpower it. The mass and form of the original building should be discernible, even after an addition has been constructed.
5. Additions and accessory buildings should be discernible as a product of their own time.

NOT RECOMMENDED:

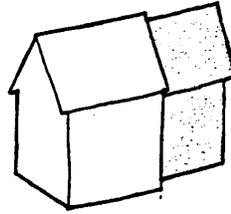
1. Obscuring significant architectural detailing with new additions.
2. Altering the roof line of an historic building in a manner which affects its character.
3. Additions that look as though they were a part of the original house. Additions should be differentiated from the original buildings.
4. Additions near the front facade and at the side.
5. Imitating historic styles and details, although they may be adapted and reflected.



ORIGINAL
STRUCTURE

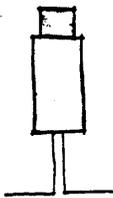


ADDITION
ADDITION NOT
DISTINGUISHABLE
FROM ORIGINAL STRUCTURE

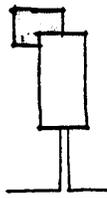


ADDITION
ADDITION LOOKS
ADDED TO ORIGINAL
STRUCTURE

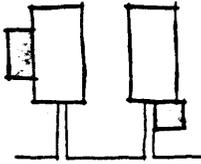
NEW ADDITIONS



APPROPRIATE



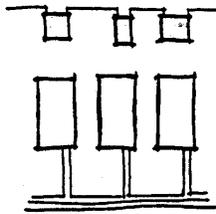
MAYBE



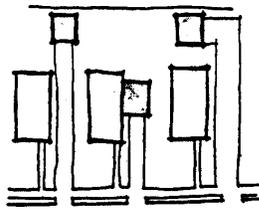
INAPPROPRIATE

INAPPROPRIATE
OUT BUILDINGS TO BE
IN SCALE WITH HOUSE

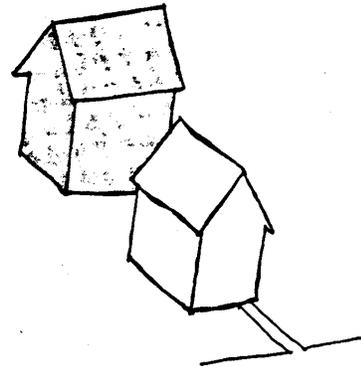
NEW GARAGES



APPROPRIATE



INAPPROPRIATE



GUIDELINES FOR SIGNAGE

Signs are a vital component for many businesses because they serve as the primary identification tool for an establishment and often advertise goods or services that businesses may provide. Signs also play an important role in the overall visual character of an historic area, and therefore, sign guidelines are used to encourage attractive streetscapes and to ensure that new signs do not detract from the area's historic character.

For the purpose of this plan, the following guidelines will apply primarily to Subarea B – Commercial Areas. It should be noted that new signs are subject to the Marion County Sign Ordinance regulations. Copies of the Marion County Sign Ordinance regulations are available in the office of Current Planning – 1821 City County Building, 200 E. Washington Street. In locally protected historic areas, such as Chatham-Arch and Massachusetts Ave., a Certificate of Appropriateness and a sign permit must be received prior to the installation of any sign.

RECOMMENDED:

General Sign Recommendations

1. Signs should comply with all applicable ordinances and regulations in Marion County, Indiana.
2. The location of signs on commercial buildings should conform with the traditional placement of signs on such buildings. On historic buildings, the appropriate place is often on the lintel strips above the store front or possibly the transom panels above display windows. For newer buildings, continuous areas immediately above the top of the storefront offer possibilities. These areas should determine the size of the signage and lettering.
3. The location of the sign should be compatible with the surrounding area and not obstruct important sites or potentially attractive views.
4. The size, scale, colors, shapes, and graphics on the sign should be compatible with the building and the surrounding area.
5. A majority of the sign face should contain the business name and image.
6. Lettering styles should be legible, message should be simple, and fabrication should be done with quality materials and craftsmanship.
7. Lighting should be subtle and be compatible with the historic character of the district. It should not unduly detract from nor disturb the historic character of the neighborhood.

Specific Sign Recommendations

- **Window signs**—Signs that are affixed to or located on the interior side of a window, in such a manner that the purpose is to convey the message to the outside. These signs should either be handpainted or silk-screened to the glass. Pre-cut lettering may also be used. Size

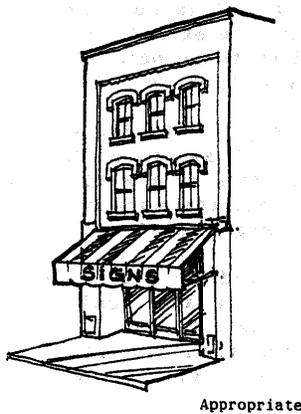
and scale of the sign should relate to the window opening size. Allow at least eighty percent (80%) visibility through the window.

- **Awning and Canopy Signs**—Such signs should be affixed flat or flush to the surface and scaled so as to not dominate the awning or canopy. Generally, the lettering should be restricted to the face of the projection.
- **Home Occupation Signs**—Any home occupation signs shall be either a window or wall sign and shall comply with the Sign Regulations of Marion County, Indiana. Furthermore, no display of goods or external evidence of the home occupation shall be permitted.
- **Temporary or Incidental Signs**—Any temporary or incidental sign that is allowed by the Sign Regulations of Marion County, Indiana should adhere to the following guidelines:
 - Architectural features on the building should not be obscured, and
 - attachment to historic material should be done in such a way that any change is reversible.
- **Historic Signs**—Historic signs include historic painted “ghost” signs or historic signs integrated into the façade of a building. Historic signs inventoried in this plan should be retained and restored. Restoration and maintenance of these signs is appropriate, even if they no longer identify or advertise an existing business or meet current standards and regulations.
- **Non-historic Signs**—Such signs should be removed when they no longer relate to the activities being conducted or when a business use ceases.

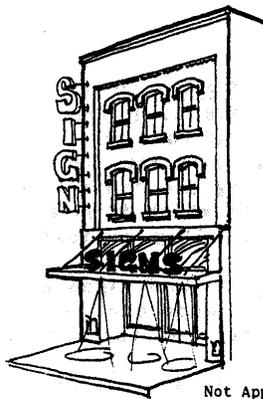
NOT RECOMMENDED:

1. Internally lighted signs and awnings.
2. Freestanding ground-mounted or pole signs, especially in residential areas. EXCEPTION: A free standing ground-mounted or pole sign may be considered appropriate when used to identify an historic resource that is open to the public. Such signs should be pedestrian-oriented and simple in design.
3. Billboards or other off-premises advertising signs are strongly discouraged. Billboards create a visual conflict with the environment due to their size, location, and general design.
4. Signs identifying a home occupation, historic information, or neighborhood association membership should not:
 - a. be individually lighted
 - b. be freestanding
 - c. constitute advertising
5. Signs that conceal architectural details.

6. Signs that have a negative impact on residential buildings.
7. Listing of products and services that exceeds 10% of sign face and detracts from primary business identification.
8. Box signs that are constructed as independent box-like structures.
9. Flashing, animated or talking signs are generally not recommended. EXCEPTION: Signs that incorporate flashing lights may be considered appropriate for theatres and cinemas only.
10. Roof signs.
11. A projecting sign, unless it is pedestrian oriented and its location, size, style, method of attachment, material and lighting is compatible with the building to which it is attached as well as its surrounding context.



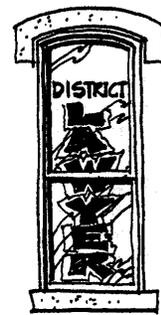
Appropriate



Not Appropriate



Appropriate



Not Appropriate

Roof Sign

Not Appropriate



Appropriate Placement and Size



Inappropriate Placement and Size

GUIDELINES FOR SITE DEVELOPMENT AND LANDSCAPING

Restoring a relationship between an historic building and its site is integral to the planning of any historic rehabilitation project. Placing the building in the context of its original site and surroundings strengthens its continuity with its past.

Restoring the early streetscape elements, such as lights, benches, plantings, etc., can put the buildings in their historic setting as well as add identity to the entire Chatham-Arch & Massachusetts Avenue historic area.

The streetscape elements in the Chatham-Arch & Massachusetts Avenue historic area should be gradually modified through municipal improvement and private endeavors associated with building rehabilitation and new construction. It is recommended that the streetscape character reflect, but not mimic, the the early 1900's when Chatham-Arch & Massachusetts Avenue were at the height of their development and electric lights were in place.

RECOMMENDED:

General

1. Maintain the original topographic character of a site as perceived from the street.
2. Encourage off-street parking located at the rear of the properties, oriented toward alleys, and screened if appropriate.
3. Encourage site development projects along or adjacent to alleys to include landscaping, lighting, and trash container screening.

Fencing

4. Privacy fences, if desired, should only enclose only the rear yard.
5. Front yard fences, if desired, should be open in style and relatively low (usually not in excess of 42"). Picket, wrought-iron, or other ornamental fence may be appropriate, depending on the use of the property.

Sidewalk Cafes

6. The outdoor eating area for sidewalk cafes should remain adjacent to the building.
7. Barriers for sidewalk cafes should evoke the appearance of quality and be commensurate with the adjacent building.

Street Furniture and Amenities

Street furniture and amenities includes such items as benches, trash receptacles, drinking fountains, planters and bollards.

8. Street furniture may reflect, but not mimic, historic styles or be a contemporary addition to the Chatham-Arch & Massachusetts Avenue streetscape.

9. Street furniture should be well-designed and constructed from quality materials to ensure durability.
10. Street furniture should be located out of the way of pedestrian circulation, such as near the edge of sidewalks or against buildings. It is desirable to locate street furniture near intersections and waiting areas, such as bus stops and building entrances.
11. Street furniture should be securely anchored to pavement or concrete footings to prevent its relocation.

Street Lights

12. Encourage the installation of new street lights and parking area light fixtures to match the Chatham-Arch standard street lights.
13. The level and color of light should be compatible with the neighborhood surroundings.

NOT RECOMMENDED:

General

1. Significant changes in site topography by excessive grading or addition of slopes and berms.
2. Suburban massing of landscape materials and excessive foundation planting.
3. Decorative yard embellishments that are characteristic of an earlier era or a different place.

Fencing

4. Rear privacy fences that begin any closer to the street than a point midway between the front and rear facades of the primary structure.
5. Privacy fences over six (6) feet high.
6. Inappropriate fence types such as chain link, basket weave, shadow box, split rail, stockade and louvered.

Street Furniture

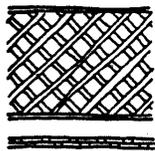
7. Street furniture that is placed in the direct path of pedestrians.
8. Street furniture that is not securely anchored and could be overturned or relocated.

Street Lights

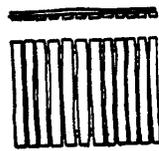
9. Overly bright or harsh lighting is discouraged.

WARNING! Fences, sidewalk cafes, street furniture, etc. placed in any portion of the public right-of-way require an encroachment license from the Department of Metropolitan Development – Permits Division. In addition, sidewalk cafes should comply with all applicable ordinances and regulations in Marion County, Indiana.

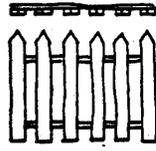
APPROPRIATE WOOD FENCES



LATTICE



SLAT

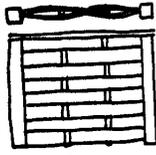


PICKET

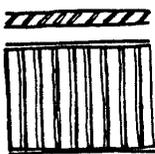
INAPPROPRIATE WOOD FENCES



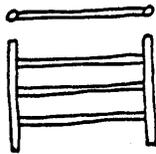
BOARD & BATTEN



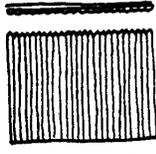
BASKETWEAVE



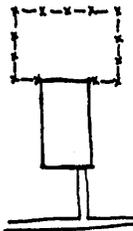
LOUVER



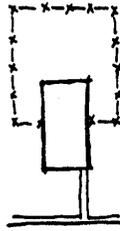
SPLIT RAIL



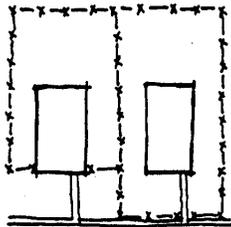
STOCKADE



APPROPRIATE
PRIVACY FENCE



MAYBE

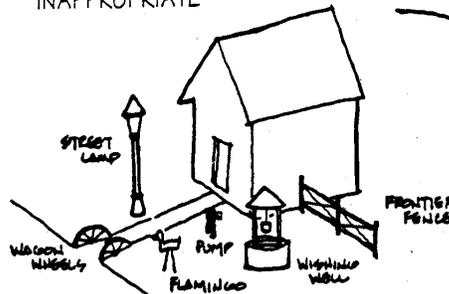
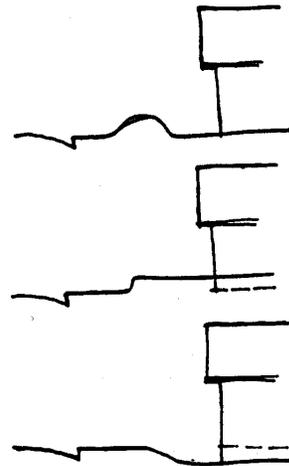


INAPPROPRIATE

TYPICAL SITE GRADING



INAPPROPRIATE



INAPPROPRIATE LAWN DECORATIONS

GUIDELINES FOR PARKING LOTS

RECOMMENDED:

General Guidelines

1. Parking lot dimensions, including the size of spaces, traffic pattern, and turning radius are to conform with the latest edition of *Architectural Graphic Standards* or other accepted city standards so that all spaces are usable and accessible.
2. The layout of parking spaces should be orderly and efficient to minimize congestion and overcrowding.

Ingress/Egress

3. Curb cuts should be located as far from street intersections as possible.
4. Use existing alleys for entrances and exits whenever possible.

Materials and Markings

5. Parking lots should be a hard surfaced material, such as asphalt, concrete, brick, and paver blocks.
6. The pavement should be marked with durable paint indicating parking spaces and flow of traffic.
7. Parking surfaces should be edged with concrete, stone, or brick curbing.

Lighting & Appurtances

8. Lighting fixtures should be designed to be compatible with the context in which they are placed.
9. Parking lots should be adequately lit for both pedestrian and vehicular traffic.
10. Lights installed in parking lots that are adjacent to residential properties should be low and shielded to reduce glare.
11. Utility lines to light fixtures, automatic gates, and attendant booths should be buried below grade.

Screening & Landscaping

12. There should be physical and visual barriers between parking areas and a public sidewalk, street, alley, and/or residential area. These may include but are not limited to a masonry or solid urban wall with a minimum height of 3' 6", landscaping and fencing or some combination of the above.

13. Simple fencing, such as wrought iron or fencing that resembles wrought iron, is recommended if fencing is necessary or required.
14. A minimum of one deciduous shade tree planted on the interior of the lot for every ten (10) parking spaces for any parking lot with twenty or more parking spaces.
15. Minimum sizes and spacing for required landscaping as follows:
 - a. Deciduous shade trees - two and one-half (2-1/2) inch caliper at six (6) inches above ground, with one (1) tree planted every forty (40) feet on center.
 - b. Deciduous ornamental trees - one and one-half (1-1/2) inch caliper at six (6) inches above the ground, with one (1) tree planted every twenty-five (25) feet on center.
 - c. Multi-stemmed trees - eight (8) feet in height.
 - d. Densely twigged deciduous or evergreen shrubs - thirty-six (36) inches in height.
16. A ten-foot buffer with 100% of the linear distance screened between a parking area, a primary street, residential uses, and sidewalks, using trees meeting minimum size requirements and spacing, and one or a combination of the following:
 - a. Architectural Screen - a wall or fence that is simple in design and blends with the historic character of the district of one of the following:
 - i. solid wall with a minimum height of 42", or
 - ii. open wall or fence up to 72" (with a minimum height of 42") if sight barrier is less than 60% and is used in combination with a plant material screen.
 - b. Plant Material Screen - a compact hedge of evergreen or densely twigged deciduous shrubs with a minimum ultimate height of thirty-six (36) inches.

NOTE: The remaining ground area shall be planted and maintained in grass or other suitable ground cover.

17. Replacement during the next planting season of any plantings that are required in a Certificate of Appropriateness and that have died or have been removed.

Drainage

18. Parking lot drainage and access curb cuts that meet standards established by the Department of Transportation (DOT) and the Department of Public Works (DPW).
19. Adequate storm water inlets and drains are required to contain storm water on-site and to prevent runoff over adjacent walks and properties. Inlets should be located to prevent ponding and deep surface flows.

NOT RECOMMENDED:

Ingress/Egress

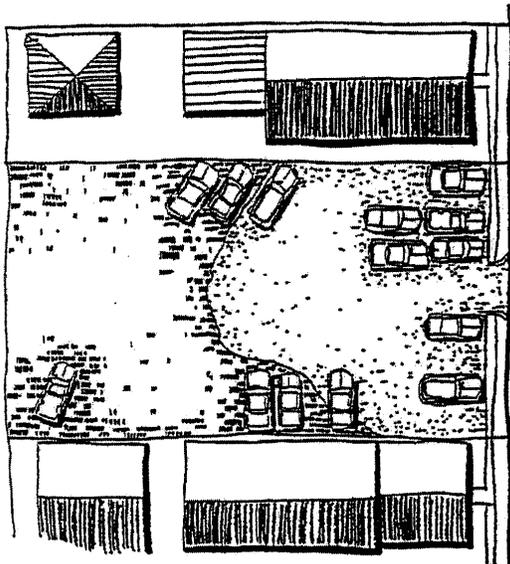
1. Installation of new curb cuts whenever existing curb cuts or alley access is available.
2. Excessive widths for new driveways.

Lighting and Appurtances

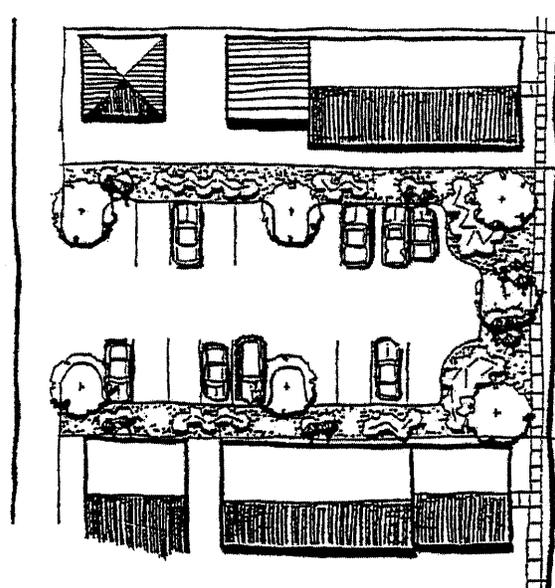
3. Overhead electrical lines to light fixtures, automatic gates, and attendant booths.

Screening and Landscaping

4. Railroad ties, landscape timbers or similar elements used as edging for surface parking lots.
5. Residential or suburban fencing styles, including chain link and board fences.
6. Installation of chain or cable across an entrance, exit, or around the perimeter of the lot because it can be difficult to see and could pose a hazard to pedestrians, vehicles, and bicyclists.



INAPPROPRIATE



APPROPRIATE

GUIDELINES FOR PARKING GARAGES

Parking garages are typically categorized as a secondary land use and usually support retail, commercial, or office uses or multifamily dwellings, such as condominiums. Because parking garages are secondary in nature, they should not be the most significant building within their given area.

RECOMMENDED:

1. Locating parking garages underground or on the interior of a city block, with little or no street exposure.
2. If the garage cannot be oriented on the interior of a city block, it is recommended the garage be placed mid-block on a given street with limited street exposure rather than on street corners.
3. Building heights should be equal to or lower than surrounding buildings.
4. Building materials should be similar in color and texture to those of nearby structures.
5. Wall enclosures on street elevations should be designed to be compatible with other buildings in the area and reflect similar proportions of solid to void.
6. Level floor plates on primary façades.
7. Parking garage design should encourage non-parking activities on the first floor, such as retail at the ground level. Retail storefronts should incorporate clear glass to provide visual interaction with the street pedestrian/vehicular traffic.
8. Stairs and elevators should be designed to fit within the boundaries of the garage, rather than on the exterior as an attached stair and/or elevator tower.

NOT RECOMMENDED:

1. Building a parking garage on a corner lot.
2. Building a parking garage that disrupts the scale, massing, and rhythm of the streetscape.
3. Using building materials that are incompatible with adjacent structures.
4. Sloped floor plates on primary façades.
5. Constructing stair and elevator towers on the exterior of a parking garage.



INAPPROPRIATE



APPROPRIATE

GUIDELINES FOR STREET TREES—PUBLIC RIGHT-OF WAY

This section applies only to trees located in the public right-of way. It does not apply to trees located on private property.

RECOMMENDED:

1. Species of street trees should be chosen from the current list of “Recommended Street Trees” on file with the Department of Metropolitan Development.
2. Trees should branch out more than seven feet above grade.
3. Trees should not interfere with traffic or inhibit pedestrian movement.
4. Trees should frame and accent buildings.

NOT RECOMMENDED:

1. Trees that branch out less than seven feet above grade.
2. Trees that are “messy” or “smelly” (i.e. catalpa, female ginkgo, etc.). Some species of trees are prohibited by the municipal code of City of Indianapolis.

STREET TREE WARNING! The planting or removal of street trees in the public right-of-way should comply with all applicable ordinances and regulations in Marion County, Indiana. Trees planted in any portion of the public right-of-way (i.e. sidewalk median, streets, alleys, etc.), require an encroachment license from the Department of Metropolitan Development – Permits Division. Information regarding encroachment licenses may be obtained from <http://www.indygov.org/eGov/City/DMD/Compliance/Permits/encroachment.htm>

GUIDELINES FOR PUBLIC INFRASTRUCTURE

RECOMMENDED:

Streets, Alleys and Curbs

1. Maintain the location of all streets and alleys.
2. Preserve, maintain and restore the brick streets, alleys and stone curbs.
3. Use salvaged or replacement brick and/or stone curbs to perform necessary repairs.
4. Encourage the stockpiling of brick pavers and stone curbs when removed from other locations so they may be used for necessary repairs in Chatham-Arch, Massachusetts Avenue and other historic areas.
5. Maintain alley access for pedestrian movement, business and residential loading facilities, and garages with alley access.
6. If an alley was vacated on a site that is being redeveloped, encourage the appearance of an alley to maintain the historic streetscape.

Sidewalks

7. Repair and/or replace deteriorated concrete sidewalks when rehabilitation or redevelopment occurs.
8. New concrete walks should have hand-tooled joints and a one-directional broom sweep.
9. Maintain sidewalk clearance dimensions with ADA requirements.
10. When replacing a sidewalk that contains horserings, the horserings should be reinstalled in approximately the same location.

Amenities

11. Encourage the creative redevelopment of pedestrian walkways beneath Interstate underpasses to create safe and aesthetically pleasing gateways to adjacent neighborhoods.
12. Encourage bicycle racks and public art in commercial and mixed-use areas.

NOT RECOMMENDED:

1. Vacating streets and/or alleys.
2. Removing, damaging or destroying any brick surface, stone curbs, or horse rings.

GUIDELINES FOR BUILDING SYSTEMS AND UTILITIES

RECOMMENDED:

General

1. Installing necessary mechanical systems in areas and spaces that will result in little alterations to the structural integrity or physical appearance of the building.
2. Installing satellite dishes and other mechanical equipment (i.e. air conditioning units, radon mitigation systems, etc.) in an inconspicuous location (preferably the rear two-thirds of the property).
3. For new construction, cables (electrical, telephone, television, data, etc.) should be buried underground. If cables cannot be buried underground, it is recommended that cables be relocated to alleyways.
4. When considering installation of communication devices (i.e. cell phone towers, radio and television antennae, etc.), it is recommended that such devices be unobtrusive, located away from the building's front façade, not be highly visible, and not detract from the building's architecture.
5. Ground mounting transformers and cable boxes.

Commercial Buildings

6. Commercial exhaust fans should be installed on the building's roof or rear elevation if possible.

NOT RECOMMENDED:

1. Installing satellite dishes, television or satellite antennae and mechanical equipment, such as air conditioning units, on primary façades.
2. Attaching exterior cables (electrical, telephone, television, data, etc.) on primary building façades.
3. Installing new overhead cables.

GUIDELINES FOR MOVING BUILDINGS

Historic buildings existing in the Chatham-Arch and Massachusetts Avenue Historic Area should not be moved to other locations within the district. The moving of an historic structure should only be done as a last resort to save a building or possibly considered in the case where its move is necessary to accomplish development so critical to the revitalization of the historic area that altering the historic context is justified. Moving a building strips it of a major source of its historic significance; its location and relationship to other buildings in the district. The existence of relocated buildings, especially in significant numbers, confuses the history of the district.

Prior to relocating a historic structure in the Chatham-Arch and Massachusetts Avenue Historic Area, IHPC staff, the neighborhood and/or merchant's association and other interested parties should be consulted as to the suitability of the structure to the district and the adequacy of the new site to receive the building being relocated. The IHPC must issue a Certificate of Appropriateness for any building moved in the historic area.

MOVING A BUILDING MIGHT BE CONSIDERED IF:

1. The building or structure to be moved is located outside a designated historic area and:
 - it is in danger of demolition at its present location, or
 - its present context is so altered as to have lost significance, and
 - moving it will not have a negative effect on its original neighborhood, and
 - it is historically or architecturally significant, as derived from its being an excellent, though possibly typical, example of a particular building style or type.
2. The building or structure to be moved is already located in a designated historic area and its move is necessary to accomplish development so critical to the revitalization of the historic area that altering the historic context is justified.

A NEW SITE MIGHT BE APPROPRIATE IF:

1. The building or structure is compatible with the architecture surrounding its new site relative to style, scale, materials, mass and proportions.
2. All set back and height criteria as outlined under the guidelines for new construction are met by the building being relocated.
3. The siting of a building on a new site is similar to its previous site.
4. The building's orientation is similar to its original location.

IF A MOVE IS APPROVED, THE FOLLOWING GUIDELINES SHOULD BE OBSERVED:

1. Carefully research and inspect the lot that the building is to be moved to. In many urban areas, it is probable that a structure once occupied that site.
2. If a structure previously occupied the lot, determine the location of the former building and if the lot was properly filled and regraded at the time of demolition. The portion of the lot that was filled and regraded may have unconsolidated ground containing construction debris,

which is not suitable for load bearing purposes.

3. During the preparation of the site to receive the relocated structure, a suitable finished floor elevation of the first story should be established. The elevation should be designed to accommodate provisions for natural lighting and ventilation if a basement is to be built, or proper distance from the bottom of the joists to the ground if a crawl space is contemplated
4. Brace the building before moving it off the foundation. The windows and doors should be reinforced with diagonal bracing to maintain them true to square. This will prevent the breaking of glass panes and the loosening of the frames.
5. Chimneys should be reinforced on the interior of the building and disassembled above the roof line.
6. If possible, salvage the masonry materials of the existing foundation and reuse them in the new location.
7. Give careful consideration to drainage. Adequate drainage of the site should be provided, and the finish grade of the lot should slope away from the building.
8. A plaque describing the date of the move and the original location should be placed in a visible location on the building.

GUIDELINES FOR DEMOLITION

INTRODUCTION

Like many urban areas across America, Chatham-Arch & Massachusetts Avenue suffered a decline in the postwar years, and many historic buildings sat deteriorating or vacant for decades. Regrettably, some houses and commercial buildings were demolished to make way for surface parking lots, new modern buildings, and urban renewal opportunities. These factors make each surviving historic building all the more valuable. Although both Chatham-Arch and Massachusetts Avenue have experienced a rebirth and are once again thriving urban areas, further demolition would only create irreparable gaps in the historic fabric of the streetscape and would mar the character of the area. Therefore, the demolition of any existing historic building or structure can be justified only in extreme cases.

The following guidelines are not restricted to entire structures but also apply to components and additions to buildings which may also have historic value (such as an early 20th century Neoclassical porch added to an Italianate house). If such demolition occurs without careful research and forethought, it could have a negative impact on the architectural integrity of the building and diminish the character of the street.

The following section explains the type of work considered in this plan to be demolition as well as the criteria to be used when reviewing applications for Certificates of Appropriateness that include demolition. Before receiving any permits or undertaking any work that constitutes demolition, a Certificate of Appropriateness or Authorization from the Indianapolis Historic Preservation Commission must be issued.

DEMOLITION DEFINITION

For the purpose of this plan, demolition shall be defined as the razing, wrecking or removal by any means of the entire or partial exterior of a structure. The following examples are meant to help define demolition and are not all-inclusive:

1. The razing, wrecking or removal of a total structure.
2. The razing, wrecking or removal of a part of a structure, resulting in a reduction in its mass, height or volume.
3. The razing, wrecking or removal of an enclosed or open addition.

Some work that may otherwise be considered demolition may be considered rehabilitation, if done in conjunction with an IHPC Certificate of Appropriateness for rehabilitation. Examples include:

1. The removal or destruction of exterior siding and face material, exterior surface trim, and portions of exterior walls.

2. The removal or destruction of those elements that provide enclosure at openings in any exterior wall (e.g., window units, doors, panels).
3. The removal or destruction of architectural, decorative or structural features and elements that are attached to the exterior of a structure (e.g., parapets, cornices, brackets, chimneys).

Some work may be considered rehabilitation, not demolition, and may be categorized under other guidelines in the plan. This work typically requires a Certificate of Appropriateness. Examples include:

1. Any work on the interior of the structure.
2. The removal of exterior utility and mechanical equipment.
3. The removal, when not structurally integrated with the main structure, of awnings, gutters, downspouts, light fixtures, open fire escapes and other attachments.
4. The removal of signs.
5. The removal of paint.
6. The removal of site improvement features such as fencing, sidewalks, streets, driveways, curbs, alleys, landscaping, and asphalt.
7. The replacement of clear glass with no historic markings.

CRITERIA FOR DEMOLITION

The IHPC shall approve a Certificate of Appropriateness or Authorization for demolition as defined in this chapter only if it finds one or more of the following:

1. The structure poses an immediate and substantial threat to the public safety.
2. The historic or architectural significance of the structure or part thereof is such that, in the Commission's opinion, it does not contribute to the historic character of the structure and the district, or the context thereof.
3. The demolition is necessary to allow new development which, in the Commission's opinion, is of greater significance to the preservation of the district than its retention of the structure, or portion thereof, for which demolition is sought, and/or
4. The structure or property cannot be put to any reasonable economically beneficial use for which it is or may be reasonably adapted without approval of demolition.

The IHPC may ask interested individuals or organizations for assistance in seeking an alternative to demolition.

When considering a proposal for demolition, the IHPC shall consider the following criteria for demolition as guidelines for determining appropriate action:

Condition

Demolition of an historic building may be justified by condition, but only when the damage or deterioration to the structural system is so extensive that the building presents an immediate and substantial threat to the safety of the public. In certain instances demolition of selective parts of the building may be authorized after proper evaluation by the Indianapolis Historic Preservation Commission.

Significance

The Commission has the responsibility of determining the significance of a structure and whether it contributes to the district. It shall consider the architectural and historical significance of the structure individually, in relation to the street, and as a part of the district as a whole. These same considerations will be given to parts of the building. The Commission will also consider how the loss of a building, or a portion thereof, will affect the character of the district, the neighboring buildings, and in the case of partial demolition, the building itself. Buildings that are noted in the plan as non-contributing or potentially contributing shall be researched to confirm that there is no obscured architectural or historical significance.

In making its determination of significance, the Commission shall consider the following:

1. Architectural and historical information included in this plan.
2. Information contained in the district's National Register nomination (if one exists).
3. Information contained in any other professionally conducted historic surveys pertaining to this district.
4. The opinion of its professional staff.
5. Evidence presented by the applicant.
6. Evidence presented by recognized experts in architectural history.

Replacement

Demolition of a structure may be justified when, in the opinion of the Commission, the proposed new development with which it will be replaced is of greater significance to the preservation of the district than *retention* of the existing structure. This will only be the case when the structure to be demolished is not of material *significance*, the loss of the structure will

have minimal effect on the historic character of the district, and the new development will be compatible, appropriate and beneficial to the district.

To afford the Commission the ability to consider demolition on the basis of replacement development, the applicant shall submit the following information as required by the Commission or its staff:

1. Elevations and floor plans.
2. A scaled streetscape drawing showing the new development in its context (usually including at least two building on either side).
3. A site plan showing the new development and structure(s) to be demolished.
4. A written description of the new development.
5. A time schedule for construction and evidence that the new construction will occur.
6. Any other information that would assist the Commission in determining the appropriateness of the new development and its value relative to the existing structure(s).

Economics

If requested by the applicant, the Commission shall consider whether the structure or property can be put to any reasonable economically beneficial use for which it is or may be adapted including (for income producing property) whether the applicant can obtain a reasonable economic return from the existing property without the demolition. The owner has the responsibility of presenting clear and convincing evidence to the Commission. The Commission may prepare its own evaluation of the property's value, feasibility for preservation, or other factors pertinent to the case.

To afford the Commission the ability to consider the economic factors of demolition, the applicant shall submit the following information when required by the Commission:

1. Estimate of the cost of the proposed demolition and an estimate of any additional costs that would be incurred to comply with recommendations of the Commission for changes necessary for the issue of a Certificate of Appropriateness.
2. A report from a licensed engineer or architect with experience in rehabilitation as to the structural soundness of the structure and its suitability for rehabilitation.
3. Estimated market value of the property both in its current condition, and after completion of the proposed demolition to be presented through an appraisal by a qualified professional appraiser.

4. An estimate from an architect, developer, real estate consultant, appraiser, or other real estate professional experienced in rehabilitation as to the economic feasibility of rehabilitation or reuse of the existing structure.
5. For property acquired within twelve years of the date an application for a Certificate of Appropriateness is filed: amount paid for the property, the date of acquisition, and the party from whom acquired, including a description of the relationship, if any, between the owner of record or applicant and the person from whom the property was acquired, and any terms of financing between the seller and buyer.
6. If the property is income-producing, the annual gross income from the property for the previous two years; and depreciation deduction and annual cash flow before and after debt service, if any, during the same period.
7. Remaining balance on any mortgage or other financing secured by the property and annual debt service, if any, for the previous two years.
8. All appraisals obtained within the previous two years by the owner or applicant in connection with the purchase, financing or ownership of the property.
9. Any listing of the property for sale or rent, price asked and offers received, if any, within the previous two years.
10. Copy of the most recent real estate tax bill.
11. Form of ownership or operation of the property, whether sole proprietorship, for profit or non-for-profit corporation, limited partnership, joint venture, or other method.
12. Any other information that would assist the Commission in making a determination as to whether the property does yield or may yield a reasonable return to the owners, e.g. proforma financial analysis.