

COA # 2010-COA-367 (ONS, HMP)	INDIANAPOLIS HISTORIC PRESERVATION COMMISSION STAFF REPORT	Hearing Date SEPT 1, 2010
16th Street Streetscape Improvements from Scioto St to Central Avenue (in the Old Northside and Herron Morton Place Historic Districts) Including at intersecting streets of: Pennsylvania, Talbott, Delaware, Alabama, Ogden, and New Jersey Streets		New Case
Applicant: City of Indianapolis- Dept. of Public Works mailing address: 604 N Sherman Drive Indianapolis, IN 46201 Owner: same		Center Twp. Council District 15 Doris Minton-McNeill
CASE		
IHPC COA: 2010-COA-367 (ONS, HMP) Approval of a Certificate of Appropriateness for streetscape improvements		
STAFF RECOMMENDATION: Approval		

STAFF COMMENTS

Background

This DPW project was initiated by a grassroots neighborhood committee known as the “Friends of Tinker Street”. This group, comprised of Old Northside and Herron Morton Place residents, was created to spearhead a 16th Street infrastructure improvement project as well as to lay the foundation for better development along the corridor. Staff has met with both DPW and members of the committee and has conducted a walk-thru of the street to discuss the improvements planned with this application.

New Sidewalks

The sidewalks will largely remain intact with just minor repairs to some areas. Some areas will receive more extensive work including alterations to the shape and dimensions of the sidewalks such as bump-outs for traffic calming and safer pedestrian crosswalks. These bump-out locations include:

1. Intersection of 16th and Pennsylvania
2. Southside of 16th in front of Penn Arts Building (between Pennsylvania St and Talbott St)
3. Intersection of 16th and Delaware
4. Intersection of 16th and Alabama
5. Southside of 16th between Ogden St and New Jersey

These bump-outs will help create safer crosswalks and driving lanes at critical intersections where widening of the streets has occurred and safety has been compromised. The bump-outs, although not found historically, are being placed at locations where significant alterations have already been made and historic fabric has been lost.

Introduction of Median at 16th and Pennsylvania Streets

The plans show a new median at the centerline, located on the west side of the intersection. This median is to be located where a previous northbound travel lane became obsolete when Pennsylvania Street became a southbound only street. It is a feature that did not exist here historically, however, medians, or esplanades,

are not uncommon in historic districts and could be a feature that not only adds aesthetic appeal to the intersection, but safety features as well for both pedestrians and vehicles.

Historic Infrastructure

Due to the widening of 16th Street in the past, almost all of the historic infrastructure has been eliminated. A small section of granite curbs remains along Delaware (in front of Joy of All Who Sorrow and the Harrison Center for the Arts) that will be within the proposed intersection bump-out areas (circled on map included in this report). Staff is not certain these curbs are original since it is believed that Delaware Street may have been widened along with 16th Street. However, they are historic and IHPC staff has asked that they remain intact when the new sidewalks are poured. A stipulation has been added requiring that this be included in the construction specifications.

Landscaping

New trees and plantings are proposed at new planter beds within the sidewalks. A plant schedule is included with the plans.

Repaving/Crosswalks

The asphalt surface will be repaved with new asphalt, restriped and remarked. All crosswalks will receive transverse markings made from thermoplastic, which is a fairly typical treatment found throughout the City (see photo). The same typical ADA-compliant raised brick ramps will also be used.

Electrical/Mechanical

DPW will not be conducting any electrical/mechanical work with this project.

Effect on Historic Structures in the Old Northside/ Herron-Morton Place Historic District

The proposed project abuts eight buildings along 16th Street. The only direct, physical effect the street improvements will have on the buildings is the removal of the present sidewalk that abuts their fronts and replacement with a new sidewalk made of concrete. This should not be a problem as long as care is taken when separating the sidewalk from the base of each building. Staff has stipulated that specifications are to be provided indicating what measures are going to be taken to protect these materials during construction and what type of control joints will be provided between the historic material and the new concrete.

In researching the submitted plans, the widening of the streets in some cases occurred very early. 16th and Delaware, for example, was widened sometime around 1915. The proposed bump-outs actually reintroduce some of the original configurations of the intersections, specifically at 16th and Delaware and 16th and Alabama. Staff believes that this, and the safety features of the new layout, makes the changes more historically appropriate for this area.

In general, this proposed project will be a benefit. This is a beautification project enhancing the curb appeal of the street and buildings, but may attract future development as well. And, since the project site contains almost no original street infrastructure, there is no negative effect on the street itself.

Old Northside and Herron Morton Place Preservation Plan

The ONS plan recommends: “Retaining or replacing landscape features such as parks, gardens, street furniture, walkway, streets, alleys and building setbacks, which have traditionally linked buildings their environment.”

The HMP plan does not contain language applicable to this request. However, it does state that trees within the right of way requires approval from the City.

STAFF RECOMMENDED MOTION

COA #2010-COA-367 (ONS, HMP):

To approve a Certificate of Appropriateness for 16th Street Streetscape improvements along 16th Street from Scioto St to Central Ave, including at intersecting streets of Pennsylvania St, Talbott St, Delaware St, Alabama St, Ogden St, and New Jersey St as per submitted documentation and subject to the following stipulations:

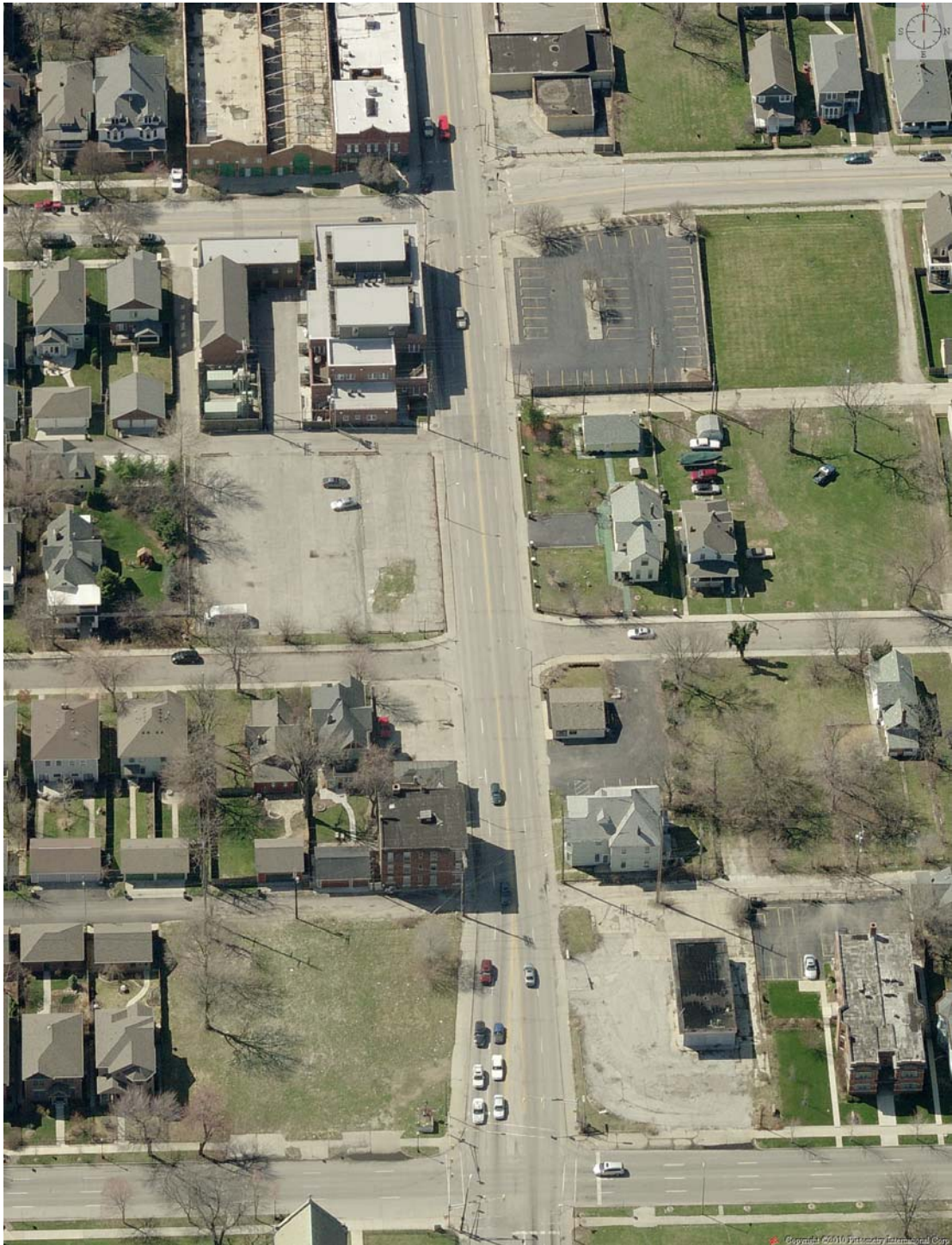
- 1. Construction must not commence prior to approval by IHPC staff of final construction drawings. Approved:_____ Date:_____**
- 2. A preconstruction meeting must be conducted between IHPC staff, the applicant/DPW, the engineer, and landscape architect prior to commencement of work. Approved_____ Date_____**
- 3. A plant schedule is to be provided at the time of the preconstruction meeting for final approval. Approved_____ Date_____**
- 4. A final walk-through of the project site shall be conducted to review the final site plan prior to construction. Approved:_____ Date:_____**
- 5. Specifications are to be provided showing how the historic buildings will be protected when sidewalks are removed and repoured, and what type of control joints will be installed where the building and sidewalk materials meet. Received_____ Date_____**
- 6. Appropriate temporary access is to be provided to all merchants, residents and/or building owners during construction. Adequate signage and notice of any closures is to be provided.**
- 7. Work on details must not commence prior to the approval by IHPC staff of each element. These may include, but are not limited to: benches, lighting, artwork, signage, bike racks, landscaping, etc.**
- 8. Historic curbs at Delaware Street are to be retained and are to remain visible. Specifications are to be provided indicating that the curbs be retained and that they be protected during construction. Received_____ Date_____**
- 9. Any changes to the approved design drawings must be approved by IHPC staff prior to starting work.**
- 10. Any unforeseen repairs to the historic buildings along the trail must be approved by IHPC staff prior to commencement of work.**

Note: Stipulations 1, 2, and 3 must be completed prior to the issuance of any building permits.

Staff Reviewer: Meg Purnsley

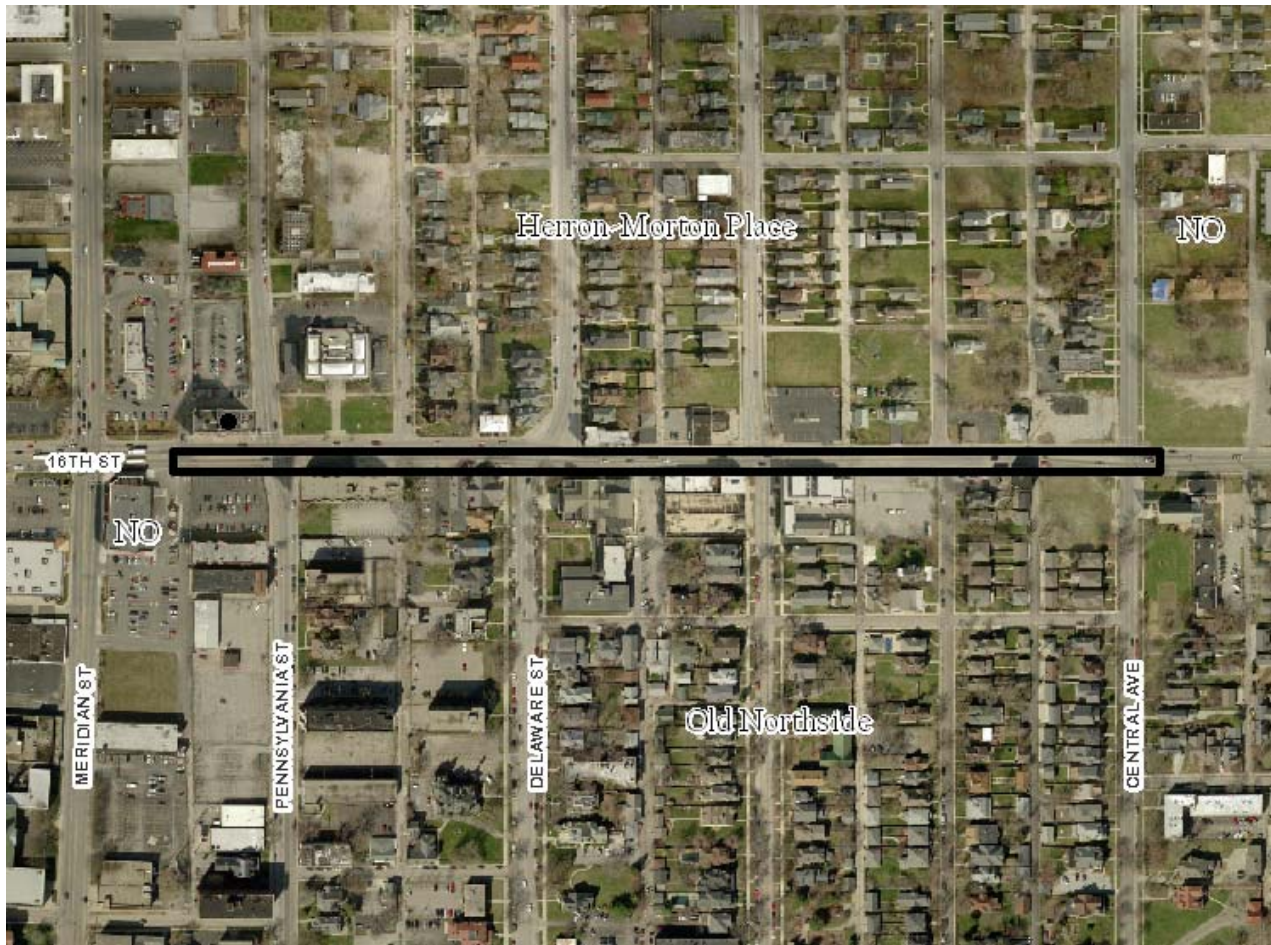
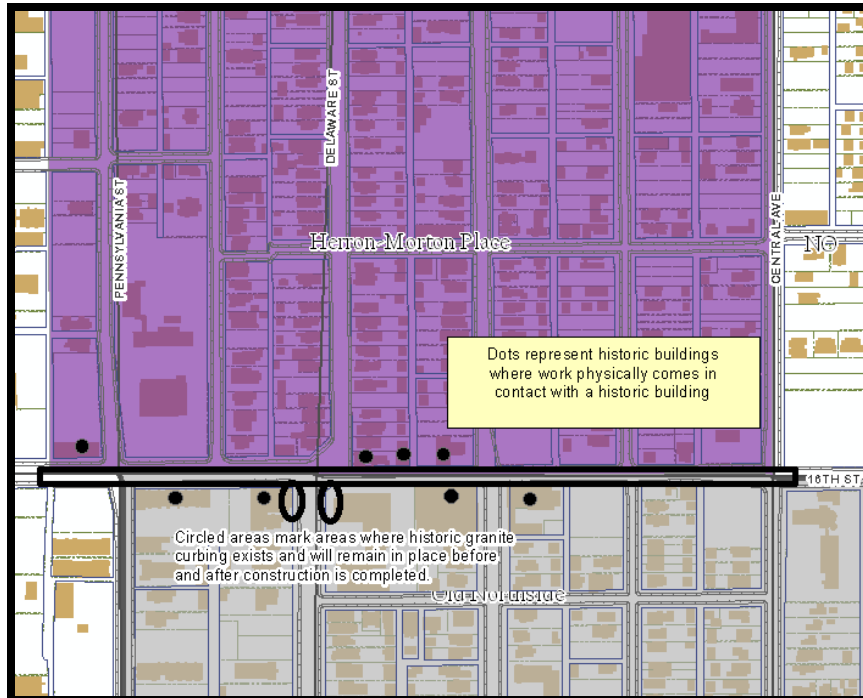


View of 16th Street looking west from intersection at Delaware (bottom of picture) to Scioto (at top of picture)



Aerial view of 16th Street at Central (bottom of picture) to Alabama (at top of picture)

Map of the 16th Street Streetscape Project Area





View of Northwest corner of Pennsylvania St and 16th (Scioto St is at the left of this building and is the furthest west boundary of Herron Morton Place)



Above: Sidewalk in front of Herron High School (planters will go here)



Below: Sidewalk in front of 1606 N Delaware (street will be bumped out here)

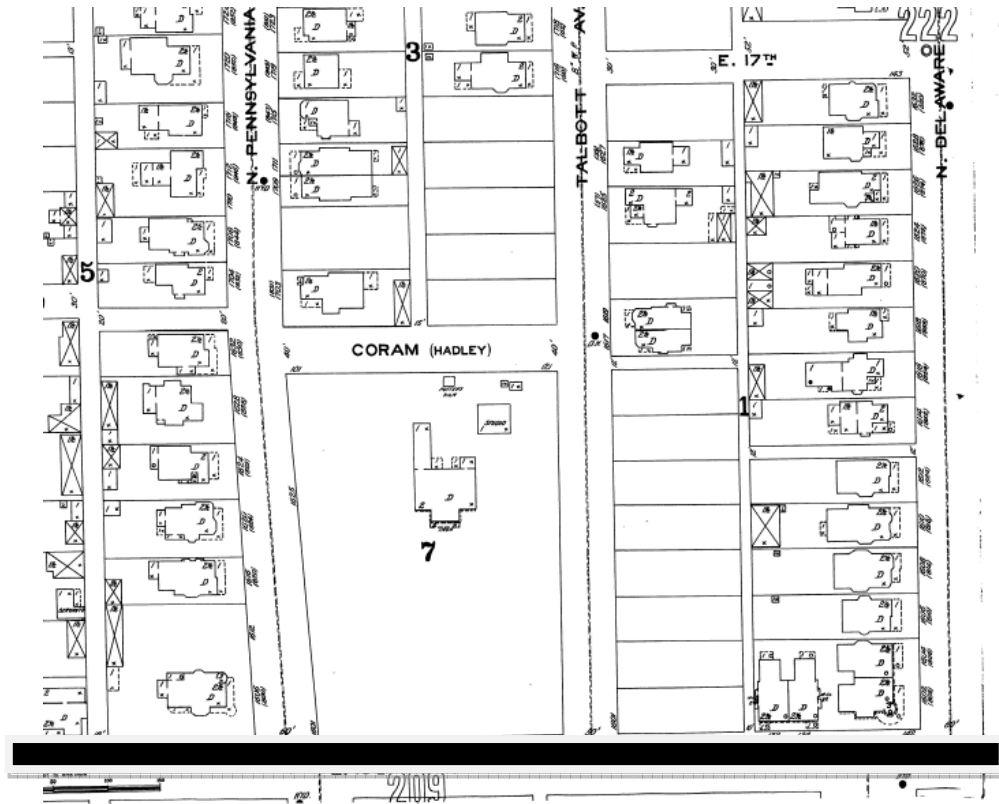


Typical crosswalk lines---to be 24 inches wide

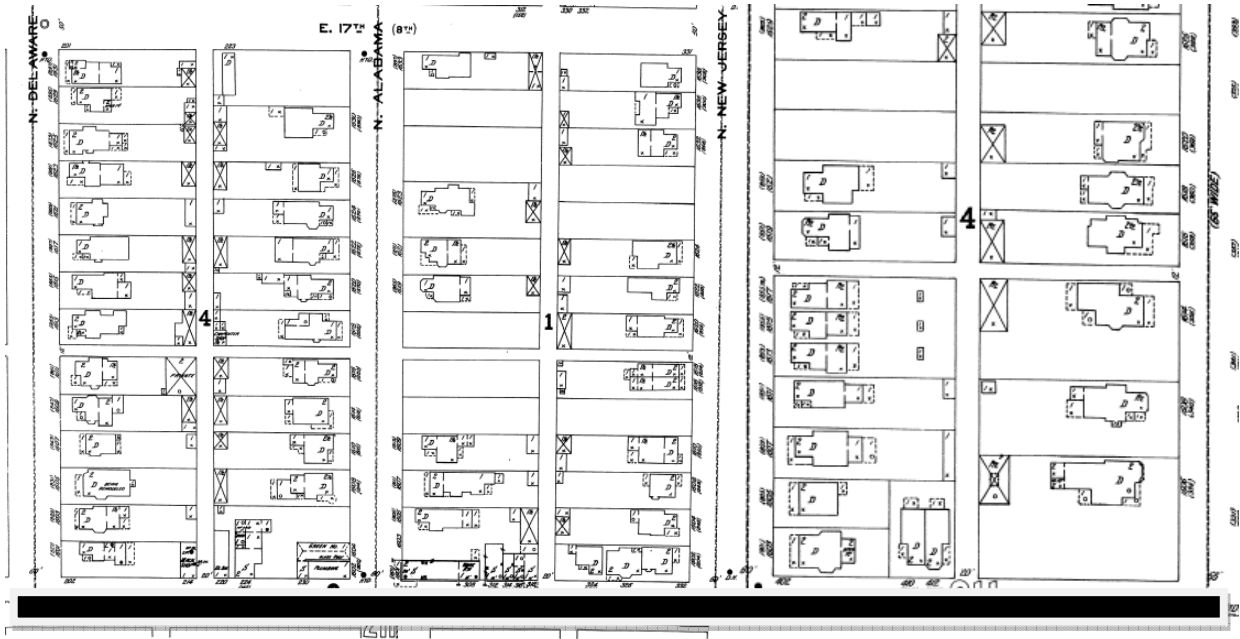


Above: Typical ADA-compliant sidewalk ramp
Below: Existing sidewalk ramp at southwest corner of Delaware and 16th

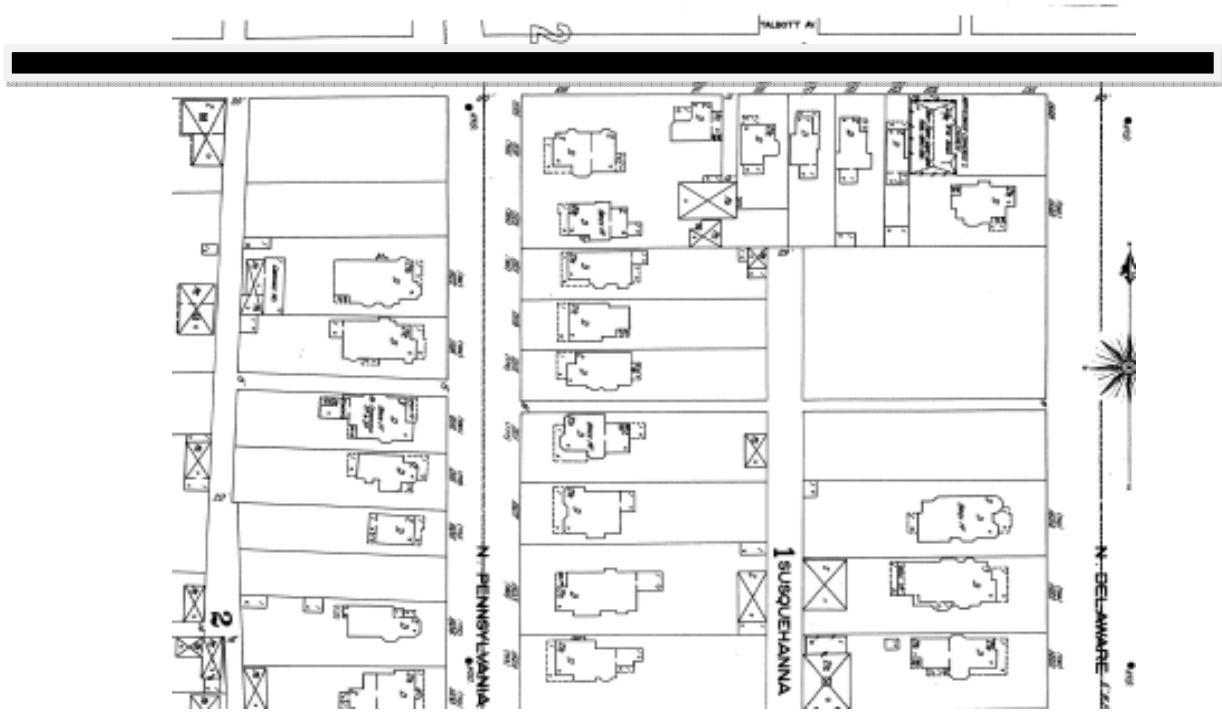




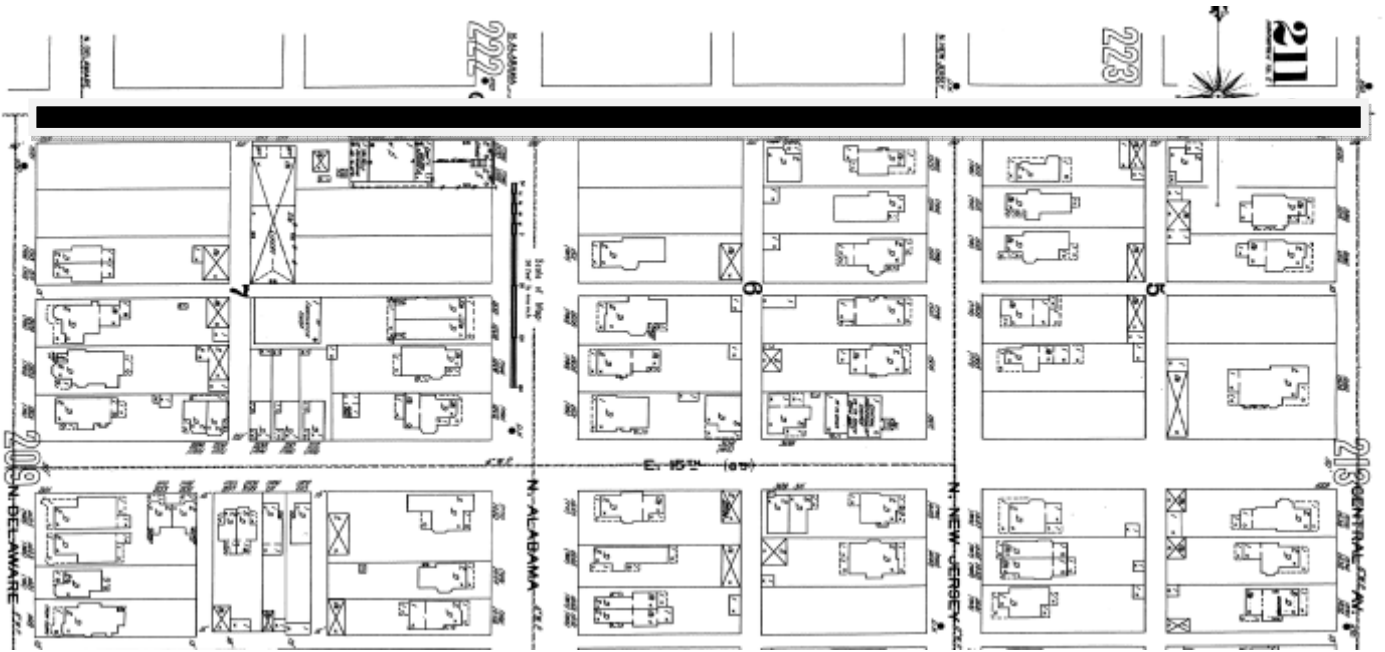
1898 Sanborn of north side of 16th Street from Scioto St to Delaware Street



1898 Sanborn of north side of 16th Street (Delaware to Central)



1898 Sanborn Map of south side of 16th Street between Scioto and Delaware



1898 Sanborn Map of south side of 16th Street between Delaware and Central