



**Identification & Effects Report
Henry Street Bridge Project
In the City of Indianapolis, Center Township, Marion County, Indiana**

Prepared for:
City of Indianapolis
United States Army Corps of Engineers
Crawford Murphy Tilly (CMT)

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MANAGEMENT SUMMARY

Henry Street Bridge Project

The City of Indianapolis proposes to construct a new east-west crossing of the White River on the west side of Indianapolis, south of Washington Street and north of Oliver Street. The City of Indianapolis has two water crossings over the White River near the development of the former GM Stamping plant site: Washington Street to the north and Oliver Street to the south. The purpose of the proposed bridge project is to provide vehicular and pedestrian connectivity between facilities on each side of the White River and to reduce the existing congestion on adjacent roadways (Oliver Avenue and Washington Street). The bridge is needed to address the existing and proposed congestion due to development and to provide improved access to area facilities. The Henry Street Crossing (Alternative 3) has been identified as the preferred alternative. Section 106 of the National Historic Preservation Act (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties. The federal involvement for this project is the permitting required by the United States Army Corp of Engineers (USACE).

Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (National Register). Historians for Weintraut & Associates, Inc., who meet or exceed the Secretary of Interior's

standards for Section 106 work identified and evaluated historic properties within the Area of Potential Effects (APE) for this project. Historic properties were identified and evaluated in accordance with Section 106, NHPA of 1966, as amended, and CFR Part 800 (Revised January 2020), Final Rule on Revision of Current Regulations, December 12, 2000, and incorporating amendments effective August 5, 2004.

The APE contains one property listed in the National Register:

- The Indianapolis Park & Boulevard System Historic District (NR-1711) which follows the White River and adjacent land in the project area including South White River Parkway West Drive.

The APE also includes one property recommended eligible for listing in the National Register:

- Diamond Chain Company Complex (IHSSI No.: 096-296-01485; NR-0782)

Under the preferred alternative, this project will result in an Adverse Effect due to the construction of a new bridge in the Indianapolis Park & Boulevard System

Historic District and the acquisition of property from the Diamond Chain Company Complex.

The historians are recommending a finding of “Historic Properties Affected: Adverse Effect.”

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INTRODUCTION/PROJECT DESCRIPTION

The City of Indianapolis proposes to construct a new east-west crossing of the White River on the west side of Indianapolis, south of Washington Street and north of Oliver Street. The City of Indianapolis has two water crossings over the White River near the development of the former GM Stamping plant site: Washington Street to the north and Oliver Street to the south. The purpose of the proposed bridge project is to provide vehicular and pedestrian connectivity between facilities on each side of the White River and to reduce the existing congestion on adjacent roadways (Oliver Avenue and Washington Street). The bridge is needed to address the existing and proposed congestion due to development and to provide improved access to area facilities. The Henry Street Crossing (Alternative 3) has been identified as the preferred alternative.

Area of Potential Effects: The Area of Potential Effects (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic

properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” [36 § CFR 800.16(d)]. The assumed APE was drawn to include a one-hundred-foot buffer around the preferred alternative as well as temporary construction access areas (Figures 1 and 2).

Scope of Work: Crawford, Murphy, and Tilly (CMT), the consultant for the City of Indianapolis Department of Public Works, has charged Weintraut & Associates, Inc. (W&A) with the identification and evaluation of aboveground resources within the APE. For W&A Linda Weintraut, Ph.D., and Bethany Natali, M.A., conducted a survey of the proposed area on August 18, 2021. Natali prepared this memorandum. Aaron Kidwell, B.A., prepared Geographic Information System (GIS) graphics. Weintraut provided project oversight and review.

LITERATURE REVIEW/PREVIOUS INVESTIGATIONS

W&A reviewed the National Register of Historic Places (National Register), the Indiana Register of Historic Sites and Structures (State Register), the Indiana Historic Sites and Structures Survey

(IHSSI), Indiana Historic Bridge Inventory, and the *Center Township, Marion County Interim Report* via the State Historic Architectural and Archaeological Research Database (SHAARD) and the

Indiana Buildings, Bridges, and Cemeteries (IBBC) Map.

Two resources have been previously identified within the APE (Table 1).

Table 1. Previously Identified Resources

Resource Name	Identification Number	Status	Author/Agency
Indianapolis Park & Boulevard System Historic District	NR-1711	National Register-Listed, 2003	<i>SHAARD Database. IHSSI (County Survey).</i> <i>https://secure.in.gov/apps/dnr/shaard/print.html?printtype=countysurvey.</i>
			Jones, Tina, Meg Storrow, Paul Diebold, Amy Walker. "Indianapolis Park and Boulevard System." National Register of Historic Places Registration Form, 2002.
Diamond Chain Company Complex	IHSSI No.: 096-296-01485; NR-0782	State Register-Listed, 1986	<i>SHAARD Database. IHSSI (County Survey).</i> <i>https://secure.in.gov/apps/dnr/shaard/print.html?printtype=countysurvey</i>
			"Indianapolis Auto Industry Thematic Resources." State Register Nomination Form, 1986.

In addition, the IBBC Map identifies the site of the former Greenlawn (CR-49-6) cemetery north of this project’s APE. The boundaries of this site once extended into

the APE, as noted in the context below. This potential below-ground resource will be investigated in the archaeology report for this project.

METHODS

To conduct the field survey, staff from W&A walked the APE on August 18, 2021, took photographs, and recorded

survey notes about the APE (See Appendix 1: Photographs).

DISCUSSION OF THE APE

The APE is located in the City of Indianapolis, Center Township, Marion County, southwest of Monument Circle.

Specifically, the APE is in Section 11, Township 15 North, Range 3 East, as shown on the Indianapolis West, Indiana

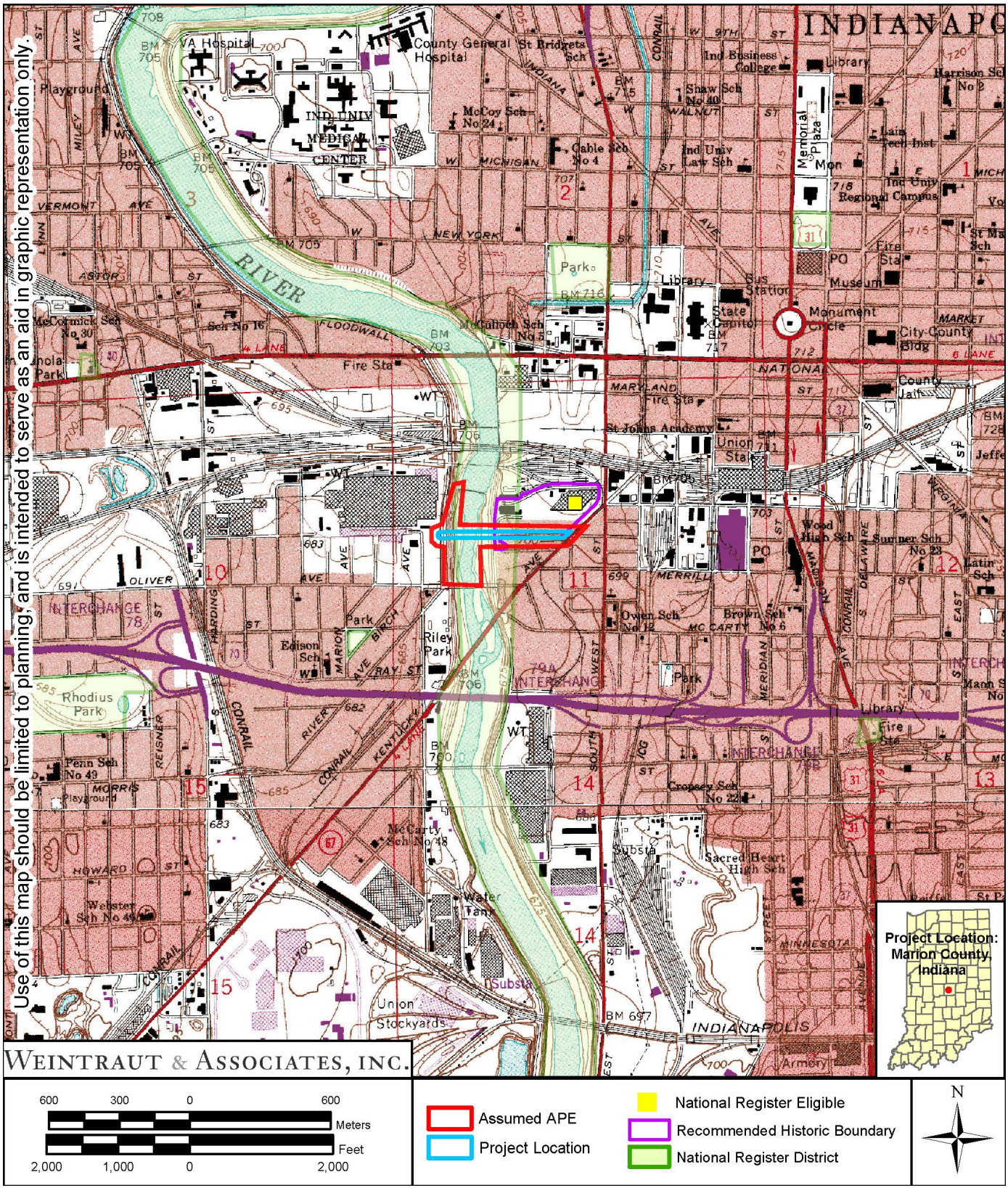


Figure I. Project location, APE, and properties shown on the Indianapolis West and Maywood, Indiana USGS Topographic Quadrangle Maps (1:24,000).

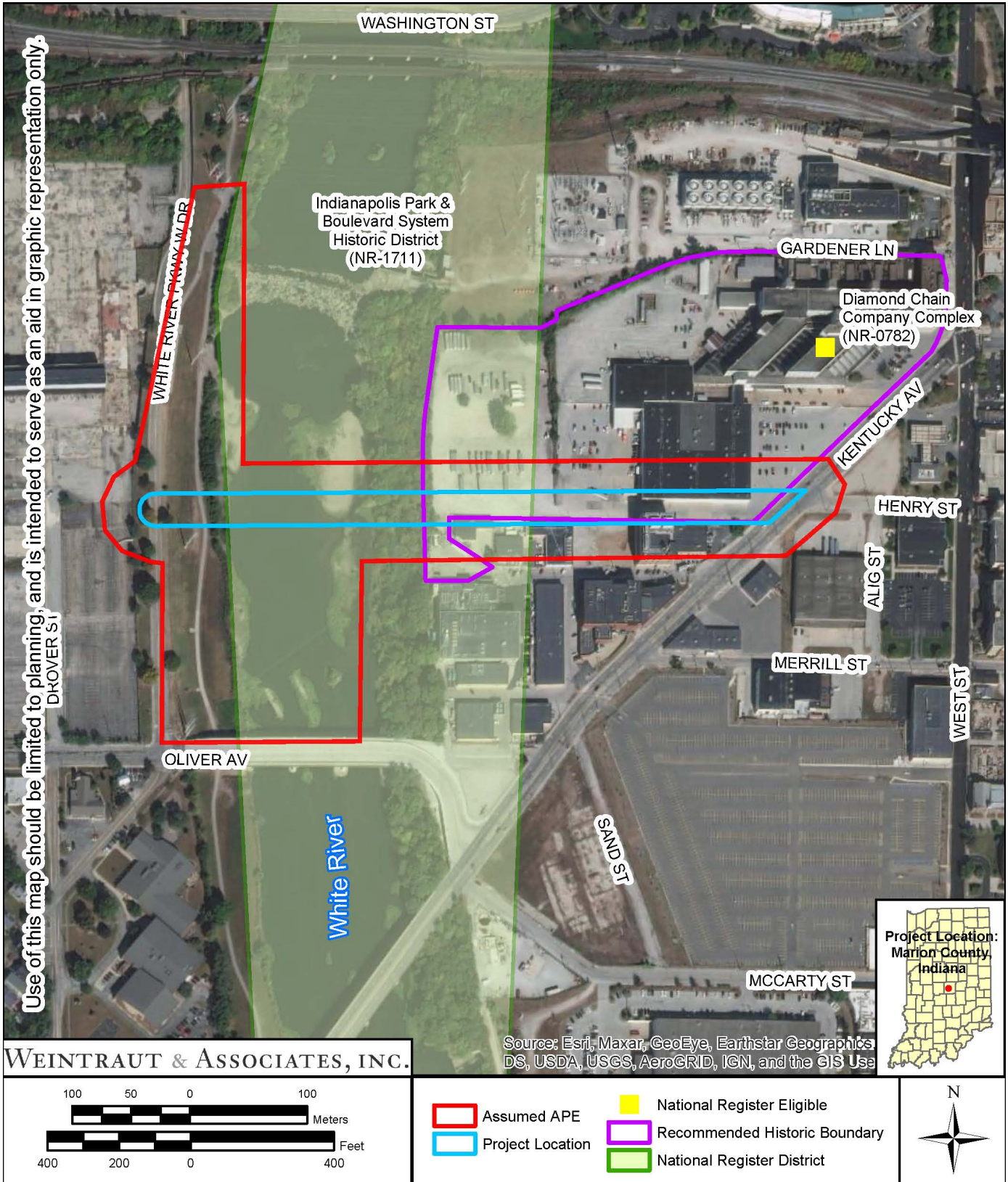


Figure 2. Project location, APE, and properties shown an aerial photograph (2020).

United States Geological Survey (USGS) 7.5 Minute Quadrangle. The setting is

HISTORIC SETTING

In the earliest days of statehood, the area along the White River was marshy, wooded, and largely uninviting for settlement. As a result, the near southwest side of Indianapolis developed as an area of industry in the nineteenth and twentieth centuries. Later, the area along the river was incorporated into an expansive Park and Boulevard System designed by noted landscape architect George Kessler.

Indiana achieved statehood in 1816 and Corydon served as the state's first capital. In 1821, the same year Marion County was established, county surveyor Alexander Ralston platted the City of Indianapolis.¹ Ralston drew the city's plat as a "Mile Square" bounded by North, East, South, and West Streets.² North-south and east-west streets filled a grid pattern within the square mile plat, while

generally urban/industrial with Henry Street and the White River at the center.

four spoke streets traveled at forty-five degree angles from the center "Circle" of the plan.³ Kentucky Avenue radiated southwest and eventually extended beyond the original Mile Square into the APE.

The Indiana General Assembly, still convening in Corydon, provided for a four-acre city burial ground south of the Mile Square near Kentucky Avenue (though burials were reported to predate the State's grant).⁴ A plat map from the 1830s shows the "Grave Yard" is surrounded by land holdings by early Euro-American settlers Dennis I. White and Nicholas McCarty (with subsequent division to John G. Brown, James M. Ray, James Blake and Isaac Coe).⁵

In the first decades of statehood, Indianapolis was "Capital in the Wilderness" and difficult to access.⁶ The White River provided one route of

¹ "Marion County," Digital Encyclopedia of Indianapolis, accessed December 15, 2021, <https://indyencyclopedia.org/marion-county/>; James H. Madison, *The Indiana Way* (Bloomington and Indianapolis: Indiana University Press, 1986), 37.

² Donald F. Carmony, *Indiana, 1816-1850: The Pioneer Period*, vol. 2, *The History of Indiana* (Indianapolis: Indiana Historical Bureau, Indiana Historical Society, 1998), 110; William Sullivan, "Map of Indianapolis," in Calvin Fletcher and Sarah Hill Fletcher, *1817-1838 Including Letters of Calvin Fletcher and Diaries and Letters of His Wife Sarah Hill Fletcher*, vol. 1 *Diary of Calvin Fletcher*, ed. Gayle Thornbrough (Indianapolis: Indiana Historical Society, 1972), rear pocket, 519; "Marion County," Digital Encyclopedia of Indianapolis.

³ Edward A. Leary, *Indianapolis: A Pictorial History* (Virginia Beach, VA: Donning, 1980), 17.

⁴ "Century-Old Burying Ground is Claimed by Both City and State," *Indianapolis News*, February 24, 1923, <https://www.newspapers.com/image/37680057>.

⁵ Plats of the Town of Indianapolis, circa 1831, Indiana State Library Digital collections, accessed August 10, 2021, <https://indianamemory.contentdm.oclc.org/digital/collection/n/p15078coll8/id/3800>.

⁶ Carmony, *Indiana, 1816-1850: The Pioneer Period*, 112-13, 175; Logan Esarey, *Internal Improvements in Early Indiana*, vol. 5, no. 2, *Indiana Historical Society Publications* (Indianapolis: Edward J. Hecker, 1912), 50-51; Daniel Wait Howe, "Making a Capital in the Wilderness," in vol. IV, no. 4 of *Indiana History Publications* (Indianapolis: Edward J. Hecker, 1908), 328-29.

transportation and some travelers successfully used flatboats, keelboats, and canoes; however, the river was proven not navigable by steamboats when the *Robert Hanna* ran aground on a sandbar near the city in 1831.⁷ By land, travelers relied upon trails forged by Native Americans or cut new traces through the heavily-wooded area of Central Indiana.⁸ The construction of the National Road along Washington Street north of the APE in the 1830s created a major east-west route to and through the growing city.⁹

The cemetery along Kentucky Avenue had expanded by 1852 and is shown on maps as “Old Burying Ground” (closer to White River) and “New Burying Ground” (closer to Kentucky Avenue, South Street, and West Street).¹⁰ However, this designation belied the additions that had created the 25-acre cemetery: Union Cemetery’s five-acre plot in 1834; Siter Price & Co.’s 8.5-acres addition in 1838; and E.J. Peck’s 7.5 acres in 1852.¹¹ According to Sulgrove’s *History of*

Indianapolis, the “Old Burying Ground” became the African American cemetery once the Union Cemetery was laid out in regular plots with designated streets.¹²

During the Civil War, the burying ground reportedly interred around 1,300 Union soldiers and as well as around 1,600 Confederate soldiers, who had been prisoners of war from Camp Morton. (The Union soldiers were moved to Crown Hill beginning shortly after the end of the war; the Confederate soldiers were moved to the “Confederate Mound” also in Crown Hill by the 1930s).¹³

The Civil War era brought growth to the Indianapolis economy that continued throughout the nineteenth century.¹⁴ The city became crowded with industrial corridors, which in turn brought adjacent housing for workers with diverse ethnic communities, a cacophonous commercial district centered on Washington Street and its nearby environs, including the undeveloped, swampy lowlands south of

⁷ Carmony, *Indiana, 1816-1850: The Pioneer Period*, 143; Howe, “Making a Capital in the Wilderness,” 312; Madison, *The Indiana Way*, 77-82.

⁸ Howe, “Making a Capital in the Wilderness,” 312; Madison, *The Indiana Way*, 80.

⁹ Carmony, *Indiana, 1816-1850: The Pioneer Period*, 136-39, 178; Esarey, *Internal Improvements in Early Indiana*, 53-55; Howe, “Making a Capital in the Wilderness,” 312; Madison, *The Indiana Way*, 81-82.

¹⁰ Map of the City of Indianapolis, 1852, Indiana State Library Digital Collection, accessed August 10, 2021, <https://indianamemory.contentdm.oclc.org/digital/collection/n/p15078coll8/id/3755>.

¹¹ W.R. Holloway, *Indianapolis: A Historical and Statistical Sketch of the Railroad City, a Chronicle of Its Social, Municipal, Commercial and Manufacturing*

Progress, with Full Statistical Tables (Indianapolis: Indianapolis Journal Print, 1870), 261.

¹² B.R. Sulgrove, *History of Indianapolis and Marion County, Indiana* (Philadelphia: L.H. Everts & Co, 1884), 385.

¹³ “Greenlawn Cemetery,” Genealogical Society of Marion County, August 11, 2021, <https://genealogyindy.org/cemeteryRecords.php?cid=83>; Patricia DeMore, “Confederates in our Midst,” *Indiana Military History Journal* vol 2, no. 1 (January 1977): 12-14, https://images.indianahistory.org/digital/api/collection/IHSPub/id/238/page/0/inline/IHSPub_238_0

¹⁴ James H. Madison, “Overview: Economy,” in David J Bodenhamer and Robert G. Barrows eds, *The Encyclopedia of Indianapolis* (Bloomington: Indiana University Press, 1994), 63.

Indianapolis and west along the river.¹⁵ The once sparsely occupied near southwest side became increasingly industrial as mills, factories, and machine shops located along Kentucky Avenue and surrounding streets. A cemetery, now shown as “Greenlawn” on an 1887 Sanborn, was surrounded by industrial operations along Kentucky Avenue (outside the APE), including the Indianapolis Stove Company and the Barnes and McMurty Pork Packing House. The Indianapolis and Vincennes Railroad ran along Kentucky Avenue and smaller, frame dwellings lined the road on the east side.¹⁶ By the late nineteenth century, the Van Camp Fruit Packing Company (IHSSI No.: 093-996-01489) had replaced the pork house and the Marion Motor Car Company was located on the west banks of the White River along Parry Avenue (now, White River Boulevard Parkway West Drive).¹⁷ The “Greenlawn” cemetery still appears on mapping, though by this time, the cemetery had become a “disgrace” according to some residents due to poor maintenance that resulted in sunken grave sites and broken stones. Family members

began to remove their interred loved ones to the Crown Hill Cemetery or other nearby cemeteries.¹⁸

In the face of heavy urban growth, the late nineteenth century brought “the City Beautiful Movement,” as leaders and landscape architects across the United States worked to create beautiful, functional, and livable urban communities.¹⁹ The Indianapolis Commercial Club first embraced this movement in 1894, when it hired a landscape engineer to develop a plan for city parks. This plan led to the establishment of the Indianapolis Parks Board, but the work on the parks stalled until the twentieth century.²⁰ Also in 1894, the First Presbyterian Church, which had become owner of the Greenlawn Cemetery after a donation by the heirs of the Union Cemetery owners, agreed to give its cemetery land to the City for a park (the cemetery grounds had been vacated in 1891).²¹ In 1897, the *Indianapolis Journal* reported that the City Park Commission would take possession of Greenlawn to create a park.²²

¹⁵ “Wholesale District,” Digital Encyclopedia of Indianapolis, accessed December 15, 2021, <https://indyencyclopedia.org/wholesale-district/>; Lamont J. Hulse, “Overview: Neighborhoods and Communities,” in *Encyclopedia of Indianapolis*, 133..

¹⁶ Sanborn 1887, MapIndy, accessed August 11, 2021, <https://maps.indy.gov/MapIndy/>.

¹⁷ Sanborn 1887 and 1898, MapIndy, accessed August 11, 2021, <https://maps.indy.gov/MapIndy/>.

¹⁸ Sullivan, “Map of Indianapolis;” “Cemeteries,” Digital Encyclopedia of Indianapolis, accessed December 15, 2021, <https://indyencyclopedia.org/cemeteries/>.

¹⁹ “Architecture: The City Beautiful Movement,” Encyclopedia of Chicago, accessed August 18, 2021, <http://www.encyclopedia.chicagohistory.org/pages/61.html>.

²⁰ “About Indianapolis,” The Cultural Landscape Foundation, accessed August 18, 2021, <https://tclf.org/places/city-and-regional-guides/indianapolis/about>.

²¹ “Park for the Living,” *Indianapolis Journal* 1894, article on file at IDNR-DHPA, accessed July 23, 2021.

²² “Park Board and Greenlawn: Complaint from a Lot Owner – What the Commissioners Will Do,” *Indianapolis*

Plans for a comprehensive park system gained traction in 1907, when a new Park Board president re-initiated efforts to create a city-wide plan. The City hired landscape architect George Kessler, and in 1909, he developed the formal plan.²³ Kessler's system called for a series of parks and recreational spaces linked by a network of parkways and wide boulevards that emphasized the city's natural features, especially its waterways, such as the White River and Fall Creek.²⁴ The plan used existing resources, such as Riverside Park, that had already been established on the city's west side, and also acquired additional land to meet its goals.²⁵ The parkways and boulevards that were constructed, along with necessary bridges over the city's waterways, linked not only the city's existing and new parks, but also linked established and planned residential communities, downtown, and industrial areas.²⁶ A map of Kessler's 1909 plan incorporated an expanse of greenspace along the White River, between Kentucky and Oliver Avenues, the location of Greenlawn Cemetery.²⁷

While the development of the system moved more slowly than hoped, significant sections of the plan were implemented, particularly along the White River and Fall Creek.²⁸ The incorporation of the Greenlawn area into the plan was not fully realized, however, and instead became the site of private endeavors, which would include a Federal league baseball park, and then buildings for the Indianapolis Traction and Terminal Company.²⁹

Even as the city of Indianapolis focused on urban beautification and planning in the early twentieth century, it continued to develop its industrial capacity. Long a manufacturing-based city, Indianapolis was poised to capitalize on its industry-friendly infrastructure as the fledgling automobile industry grew in the first decade of the twentieth century. The construction of the Indianapolis Motor Speedway, along with adjacent growth in and near the town of Speedway on the west side, facilitated this transformation. By 1909, Indianapolis boasted seventeen automobile and parts manufacturers and a year later was ranked fourth in automobile

Journal 1897, article on file at IDNR-DHPA. Accessed July 23, 2021.

²³ "Kessler's Boulevard and Park System," Digital Encyclopedia of Indianapolis, accessed December 15, 2021, <https://indyencyclopedia.org/kesslers-boulevard-and-park-system/>.

²⁴ Tina Jones, Meg Storrow, Paul Diebold, and Amy Walker, "Indianapolis Park and Boulevard System," National Register of Historic Places Registration Form, 2002, Sect. 8, p. 18.

²⁵ "Kessler's Boulevard and Park System," Digital Encyclopedia of Indianapolis.

²⁶ Jones, et al., "Indianapolis Park and Boulevard System," Sect. 8, p. 19.

²⁷ "About Indianapolis," The Cultural Landscape Foundation, accessed August 18, 2021, <https://tclf.org/places/city-and-regional-guides/indianapolis/about>.

²⁸ "Kessler's Boulevard and Park System," Digital Encyclopedia of Indianapolis.

²⁹ "Traction Freighthouses and Yards Proposed in South Street will Aid in the Centralization of the City's Shipping Facility," *Indianapolis News*, January 27, 1917. Article on file at the IDNR-DHPA. Accessed July 23, 2021.

manufacturing in the nation.³⁰ While the city did not sustain this ranking, it remained a significant producer of automobile-related parts and technology into the twentieth century, expanding into aeronautical products beginning as early as the late 1920s.³¹ While most of the earliest automotive plants were located near Speedway, as the twentieth century progressed facilities were opened in other parts of the city, particularly on the southwest side.

In the APE, the former site of Greenlawn remained undeveloped. Burials had been removed from the site, but the land had not ultimately been incorporated into Kessler's park and boulevard system, leaving it ripe for development. Around 1918, L. M. Wainwright constructed the first section of the Diamond Chain & Manufacturing Company along Kentucky Avenue on the city's near southwest side. The company produced timing chains and drive chains and was one of a growing number of "light industries" that supplied the Indianapolis automobile industry.³² Located at 402 Kentucky Avenue, the new building was constructed on the site of the Greenlawn Cemetery.³³

³⁰ Russell Archer, Charles Bennett, and Paul Diebold, "Speedway Historic District," National Register of Historic Places Nomination Form, 2004, 12.

³¹ Archer et al, "Speedway Historic District, 15.

³² Alan Conant, William L. Selm, Susan Slade, and Todd Mozingo, "Indianapolis Automobile Industry Thematic Resources," Indiana Register of Historic Sites and Structures Form, 1984, pp. 220-224.

³³ "Cemeteries," Digital Encyclopedia of Indianapolis.

The Parry Manufacturing company operated a large facility north of Oliver and west of the White River. A 1915 City Directory identifies the company as an automobile manufacturer, which at that time was one of the largest vehicle manufacturing companies in the world.³⁴ The Chevrolet Motor Division of General Motors (GM) eventually bought facility. (The GM facility on the west side of the White River has been demolished, except for the Crane Bay.)

Additional improvements in transportation, including the construction of Interstates I-70, I-65, I-74, I-69, and I-465 in the 1960s and 1970s and the development of the Indianapolis Airport on the city's southwest side, spurred residential, commercial, and industrial development throughout Marion County and adjacent counties, although the city's southwest side remains a hub of industrial development due at least in part to proximity to many of these improvements.³⁵ The city touts the benefits of its location for business and industry, with the large number of transportation routes and modes being one of the biggest selling points (along with the low cost of doing business, an

³⁴ *Indianapolis City Directory for 1915* (Indianapolis: R.L. Polk & Co., 1915), Indianapolis City Directory Collection, IUPUI, accessed August 11, 2021, <https://indianamemory.contentdm.oclc.org/digital/collection/ICD/id/91117>; John Barlow Martin, *Indiana, An Interpretation* (1947; reprint, Bloomington, Ind.: Indiana University Press, 1992), 123.

³⁵ "Wayne Township," Digital Encyclopedia of Indianapolis, accessed December 15, 2021, <https://indyencyclopedia.org/wayne-township/>.

educated workforce, and other factors) for companies considering locating to Indianapolis.³⁶

PROPERTY IDENTIFICATION & RECOMMENDATIONS

Indianapolis Park & Boulevard System Historic District (NR-1711)³⁷

White River Parkway at Oliver Avenue

NRHP listing: 2003

Description: The Indianapolis Park & Boulevard System Historic District (Figures 3 and 4) was listed in the National Register in 2003 and includes a collection of 164 Contributing and 101 Non-Contributing buildings, sites, structures, and objects that are part of 3,400 acres of parks, golf courses, boulevards, parkways, and bridges spread across Center, Lawrence, Warren, Washington, and Wayne Townships in the City of Indianapolis, Marion County. A section of the historic district is within this APE and includes as Contributing resources the White River, associated green space, and White River Parkway West Drive. The Oliver Avenue Bridge and Cleveland, Cincinnati, Chicago & St. Louis Railroad Bridge are also contributing resources to the district that cross the White River south and north of the project location.

White River Parkway was part of Kessler's original plan for the Park and Boulevard System in 1909. As a whole, it extends from Cold Springs Road at the northwest terminus to Raymond Street at the south terminus, a distance of almost eight river miles.³⁸ The parkway was conceived as a component of the flood control system and, therefore, often incorporates structures to this end. White River Parkway West Drive is located on top of a levee. The parkways were designed to closely follow the river and to provide spacious views along the way.

Context: In 1908, the Indianapolis Board of Park Commissioners hired George Kessler, who had planned the Kansas City Parks and Boulevard system, to create a similar system for this city. Kessler submitted his plan in 1909.³⁹ It included winding parkways that followed the White River and Fall Creek, as well as the streams in the city, and connected the

³⁶ Indy Chamber, "Develop Indy," accessed August 11, 2021, <https://indy-chamber.com/economic-development/develop-indy/>.

³⁷ Unless otherwise noted, information for this description comes from: Tina Jones et al., "Indianapolis Park and Boulevard System."

³⁸ Jones, et al. "Indianapolis Park and Boulevard System," Sect. 7, p. 38.

³⁹ Jones, et al., "Indianapolis Park and Boulevard System," Sect. 8, p. 17.

park system.⁴⁰ Although the city did not completely implement Kessler's plan, which called for 175 miles of parkway, the park and boulevard system did include a good portion of Fall Creek and White River by 1912. Later additions to the system added the land north of 38th Street.⁴¹ Work was still ongoing on Kessler's grand plan when he died in 1923.⁴²

Conclusion: The Indianapolis Park & Boulevard System Historic District retains the elements that rendered it eligible under Criterion A for its association with landscape architecture and other aspects of community history and under Criterion C for its design merits.

⁴⁰ Jones, et al., "Indianapolis Park and Boulevard System," Sect. 8, p. 18

⁴¹ Jones, et al., "Indianapolis Park and Boulevard System," Sect. 8, p. 24, 28.

⁴² "Kessler's Boulevard and Park System," Digital Encyclopedia of Indianapolis.



Figure 3. The Indianapolis Park & Boulevard System is centered along the White River within the APE (looking north-northwest).



Figure 4. White River Parkway Drive West is a contributing feature of the district (looking north).

Diamond Chain Company Complex (096-296-01485; NR-0782)

State Register

402 Kentucky Avenue

IHSSI Rating: Outstanding

Description: Constructed in segments beginning in 1918, the Diamond Chain Company Complex (Figures 5 and 6) was listed in the State Register as part of the Indianapolis Automobile Industry Thematic District in 1986 and was rated Outstanding in the IHSSI survey of Center (dataset 1989). Rising five stories at the tallest portion of the complex, the building has a poured concrete foundation and reinforced concrete walls that are painted light gray. The five-story main building along West Street holds an entry in its central bay. The opening has a new, double-door in a frame surrounded with new large side lights and transom lights. Many of the building's window openings are original casements, some hold glass blocks; others are glazed. Appended to the south side of the eastern-facing main building is a recent one-story addition with glass-block windows. Other additions include a circa 1940s addition to the south to the south; a circa 1970s building is located on its south end.

Significance: In 1890, Arthur C. Newby (later a principal in the founding of the Indianapolis Motor Speedway), Glenn Howe and Edward C. Fletcher established

the Indianapolis Chain & Stamping Company to produce bicycle chain. Bicycle shop owners Wilbur and Orville Wright sold the chain at their shop and used it on their first successful flying machine in 1903. A year later, L. M. Wainwright purchased the chain company and incorporated the company's trademark, a diamond, into its new name, the Diamond Chain & Manufacturing Company. Around 1918, Wainwright constructed the first section of the current building. By this time, the company produced timing chains and drive chains and was one of many "light industries" that supplied the Indianapolis automobile industry.⁴³ In 1950, AMSTED Industries of Chicago purchased the company, which now produces roller chain for industrial uses and power transmission chain. In 1993, the company had 600 employees at the Indianapolis plant on Kentucky Avenue.⁴⁴

According to the State Register nomination, the Diamond Chain Company is significant for its association with the Indianapolis automobile industry and as "one of the early major industrial structures constructed of reinforced

⁴³ Conant et al, "Indianapolis Automobile Industry Thematic Resources," 220-224.

⁴⁴ "Diamond Chain Company," Digital Encyclopedia of Indianapolis, accessed December 15, 2021, <https://indyencyclopedia.org/diamond-chain-company/>.

concrete.”⁴⁵ In addition, as part of consultation on a separate project in 2014, the Indiana State Historic Preservation Officer (SHPO) had stated that this property was eligible for the National Register (Appendix 2).

Recommendation: The Diamond Chain Company Complex is recommended

eligible for the National Register under Criterion A, for its connection with the early automobile industry and under Criterion C as an example of an early example of a reinforced concrete industrial building in Indianapolis. The recommended boundary includes the parcels on which this property (402 Kentucky Avenue) is located.

⁴⁵ Conant et al, “Indianapolis Automobile Industry Thematic Resources,” 220.



Figure 5. The oldest portion of Diamond Chain dates to 1917 (east elevation).



Figure 6. The southern addition was added circa 1970 (looking west-northwest near Henry Street).

EFFECTS DISCUSSION

The historians applied the criteria of adverse effect per 15(a) of 33 CFR 325 Appendix C “Procedures for the Protection of Historic Properties”: “An undertaking has an effect on a designated historic property when the undertaking may alter characteristics of the property that qualified the property for inclusion in the National Register. For the purpose of determining effect, alteration to features of a property’s location, setting, or use may be relevant, and depending on a property’s important characteristics, should be considered.”

According to 33 CFR 325.15(b), “An undertaking is considered to have an adverse effect when the effect on a designated historic property may diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Adverse effects on designated historic properties include, but are not limited to:

- (1) Physical destruction, damage, or alteration of all or part of the property;
- (2) Isolation of the property from or alteration of the character of the property’s setting when that character contributes to the property’s qualification for the National Register;

- (3) Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;

- (4) Neglect of a property resulting in its deterioration or destruction; and

- (5) Transfer, lease, or sale of the property.”

Indianapolis Park & Boulevard System Historic District (NR-1711)

The Indianapolis Park & Boulevard System Historic District will be directly impacted as a result of this undertaking. A new bridge, not part of the original design of the George Kessler-designed Park & Boulevard System Historic District will be installed within the district. The construction will involve impacts to the greenspace/levee area surrounding the White River, which contribute to the district. These changes will cause “Physical destruction, damage, or alteration” to a portion of the district and the new bridge will introduce “visual, audible, or atmospheric elements that are out of character with the property or alter its setting;” as described in 33 § CFR 325 15(b)(1) and (3).

The criteria of adverse effect, as defined and described in 33 CFR 325 .5(a) and in 33 CFR 325.15(b)(1) through (5), apply to

the Indianapolis Park & Boulevard System Historic District.

*Diamond Chain Company Complex
(096-296-01485; NR-0782)*

The Diamond Chain Company Complex will be directly impacted as a result of this undertaking. A portion of land on the south side of the recommended historic property boundary will be acquired and a circa 1970, free-standing addition on the southside of the complex will be directly impacted by the construction of the new

bridge along Henry Street. These changes will cause “Physical destruction, damage, or alteration” to a portion of the district and the new bridge will introduce “visual, audible, or atmospheric elements that are out of character with the property or alter its setting;” as described in 33 § CFR 325 15(b)(1) and (3).

The criteria of adverse effect, as defined and described in 33 CFR 325 .5(a) and in 33 CFR 325.15(b)(1) through (5), apply to the Diamond Chain Company Complex.

CONCLUSIONS

As part of the Section 106 investigation for the Henry Street Bridge Project, W&A identified one resource listed in the National Register, Indianapolis Park & Boulevard System Historic District (NR-1711), and one resource recommended eligible for the National Register, the Diamond Chain Company Complex (IHSSI No.: 096-296-01485; NR-0782).

This project will result in an Adverse Effect to the construction of a new bridge in the Indianapolis Park & Boulevard System Historic District and the acquisition of property from the Diamond Chain Company Complex.

The historians are recommending a finding of “Historic Properties Affected: Adverse Effect.”

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APPENDIX 1. Photographs

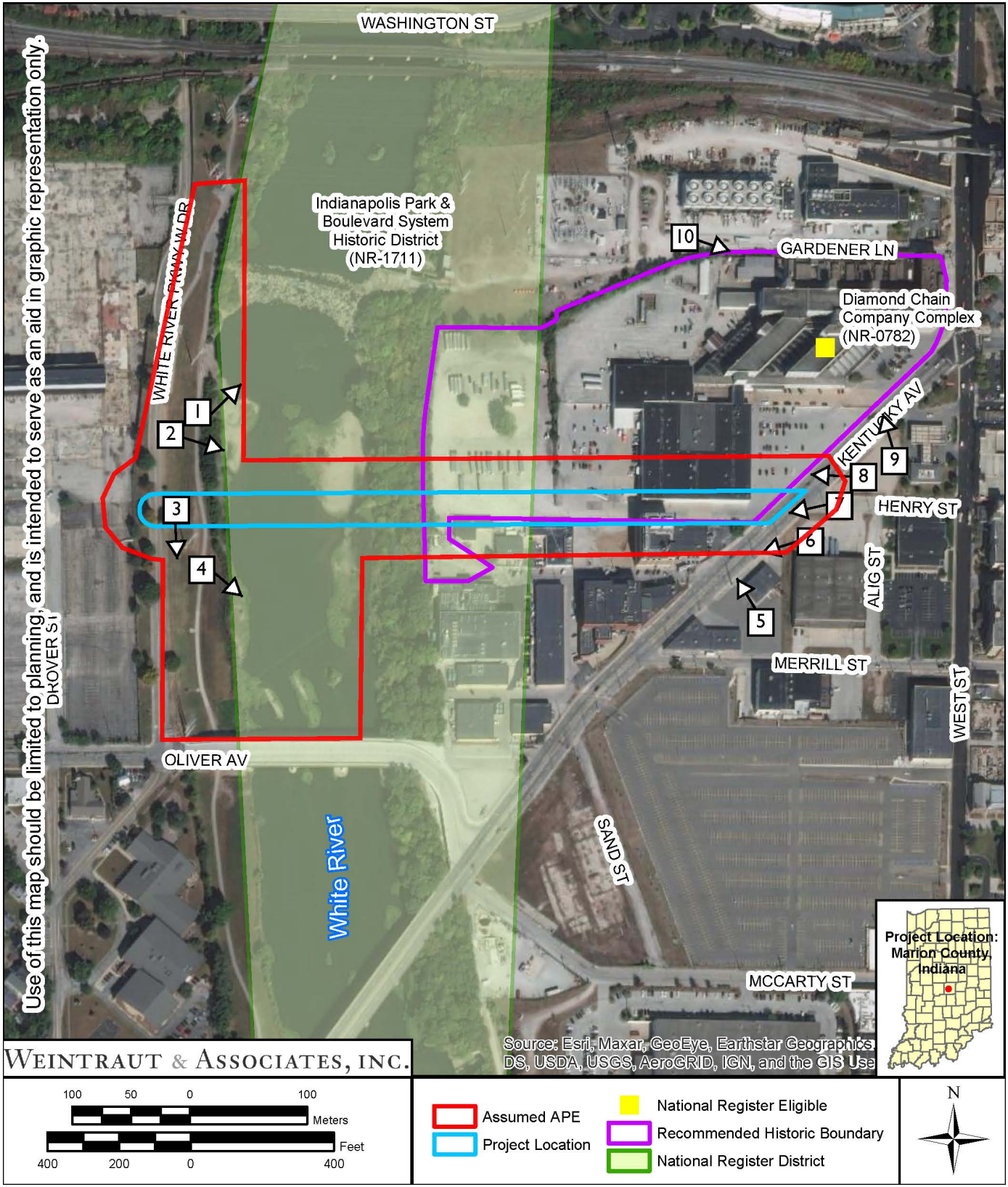


Photo Location Map.



1. Looking northeast to a portion of the Indianapolis Park and Boulevard System Historic District, with a view along the White River to the Cleveland, Cincinnati, Chicago & St. Louis Railroad Bridge.



2. Looking east-southeast across the White River along the approximate alignment of the proposed project.



3. Looking south along the White River Parkway West Drive, a contributing resource to the Indianapolis Park and Boulevard System Historic District.



4. Looking southeast to a portion of the Indianapolis Park and Boulevard System Historic District, with a view along the White River to the Oliver Avenue Bridge.



5. Looking northwest across Kentucky Avenue to a non-contributing building (550 Kentucky Avenue, c. 1990) within the APE.



6. Looking southwest along Kentucky Avenue to the proposed project (right side of photograph).



7. Looking west from Kentucky Avenue along to the proposed project.



8. This circa 1970s addition is part of the Diamond Chain Company Complex.



9. Looking northwest along Kentucky Avenue showing the circa 1940s addition to the Diamond Chain Company Complex (Center of photograph).



10. Looking southeast on the northside of the Diamond Chain Company Complex (non-façade elevation).

APPENDIX 2. Previous consultation regarding the Diamond Chain Company

DNR Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

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December 4, 2014

Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
P. O. Box 5034
Zionsville, Indiana 46077

Federal Agency: Federal Highway Administration ("FHWA")

Re: Indiana archaeological short report (Arnold, 10/02/2014), and Historic Property Report (Weintraut, 10/2014), for the rehabilitation of the Oliver Avenue Bridge over the White River and replacement of the McCarty Street Bridge (Designation Nos. 1383176 and 1383175; DHPA No. 16871)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated October 22, 2014, and received on October 23, 2014, and additional information dated November 6, 2014, and received on November 7, 2014, for the above indicated project in the City of Indianapolis, Center Township, Marion County, Indiana.

We have no additional consulting parties to suggest, beyond those whom you already have invited.

Based upon the documentation available to the staff of the Indiana SHPO, we have not identified any archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Arnold, 10/02/2014), that no further archaeological investigations appear necessary at the proposed project area.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

In regard to buildings and structures, we concur with Weintraut and Associates' assessment that the Warehouse (site # 098-296-01489) at 600 Kentucky Avenue, the Eastern Electric Building (site # 098-296-01490) at 551 Merrill Street, the Lilly Industrial Coatings Building (site # 098-296-02633) at 521 West McCarty Street, the GM Stamping Plant at 340 South White River Parkway West Drive, the Bilt-Well Mill Work Building at 950 S. White River Parkway, the Garage at 1131 Kentucky Avenue, and the Commercial Building at 1150 White River Parkway Drive are not eligible for inclusion in the NRHP.

Additionally, we agree that the Indianapolis Parks & Boulevard System is listed in the NRHP, which includes the Oliver Avenue Bridge as a contributing resource.

Furthermore, we do not concur with Weintraut and Associates' assessment that The Diamond Chain Company Complex (site # 096-296-01485) is not eligible for inclusion in the NRHP; we believe that the Diamond Chain

Company is considered to be eligible for inclusion in the NRHP for its architectural and historical significance. The building would be eligible under Criterion A for its association with the early automobile industry in Indianapolis. Additionally the building would be eligible under Criterion C for being one of the early major reinforced concrete industrial structures in Indianapolis.

It is our understanding, based upon your letter dated November 6, 2014, that an alternatives analysis is being prepared and that upon review by INDOT/FHWA it will be forwarded to us for review. We will wait to comment on the scope of work until we have had a chance to review the alternatives analysis.

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Ashley Thomas at (317) 234-7034 or asthomas@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA NO. 16871.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:ADT:WTT:wtt

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
Craig R. Arnold, Weintraut & Associates, Inc.