



# Draft Assessment of Effects for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana

Draft Report

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# Draft Assessment of Effects for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana

**PREPARED FOR**



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## **Acronyms**

APE	Area of Potential Effects
CFR	Code of Federal Regulations
CSS & SB	Chicago South Shore & South Bend Railroad
DHPA	Indiana Division of Historic Preservation and Archaeology
DT-NWI	Double Track Northwest Indiana
FTA	Federal Transit Administration
HPR	Historic Property Report
IHSSI	Indiana Historic Sites and Structures Inventory
MCPL	Michigan City Public Library
MP	Milepost
MPDF	Multiple Property Documentation Form
NHPA	National Historic Preservation Act
NICTD	Northern Indiana Commuter Transportation District
NIPSCO	Northern Indiana Public Service Company
NRHP	National Register of Historic Places
NWI	Northwest Indiana
OCS	Overhead Contact System
Project	NICTD Double Track NWI
ROW	Right-of-Way
SHAARD	Indiana State Historic Architectural and Archaeological Research Database
SHPO	State Historic Preservation Office
SSL	South Shore Line

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## **1.0 DESCRIPTION OF THE UNDERTAKING**

### **1.1 PROJECT DESCRIPTION**

As part of its responsibilities under 36 Code of Federal Regulations (CFR) § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), Federal Transit Administration (FTA) initiated the Section 106 Consultation Process for the Double Track – Northwest Indiana (DT-NWI) Project located along the South Shore Line (SSL) between Gary and Michigan City, Indiana.

Northern Indiana Commuter Transportation District (NICTD) operates the electrically powered interurban commuter SSL between Millennium Station in downtown Chicago and the South Bend International Airport in South Bend, Indiana (a distance of approximately 90 miles). NICTD shares tracks with the freight carrier Chicago South Shore & South Bend Railroad (CSS & SB), and interchanges with the Class I railroads Norfolk Southern Railway, Canadian National, and CSX Transportation within the Project limits.

The intent of this study is to provide preliminary engineering and environmental services to support a full funding core-capacity grant from the FTA to add a second track to the SSL between milepost (MP) 32.2 and MP 58.8 in the Indiana counties of LaPorte, Porter, and Lake. The proposed Project includes construction of a second track; related signal, power, bridge and track infrastructure; and modifications to five existing commuter stations between MP 32.2 (Carroll Avenue) in Michigan City and MP 58.8 (approximately Virginia Street) in Gary, a distance of approximately 26.6 miles. Nearly 6.5 miles of double track mainline already exist in the corridor, generally between Burns Harbor (MP 47.5) and the east end of Gary (MP 54.0). No track work is proposed in this 6.5-mile section.

In the far eastern segment of the Project corridor within Michigan City, the 2-mile segment that NICTD currently operates is an embedded, street-running single track along 10th and 11th Streets. Due to its location on city streets, the current railroad right-of-way (ROW) is mostly limited to the road ROW within Michigan City. This track would be removed and replaced with two new tracks that would be constructed on new ROW south of 10th Street between Sheridan Road and the Amtrak crossing, and possibly within new ROW along 11th Street between the Amtrak crossing and Michigan Boulevard. This realignment is expected to follow the recommendations contained in a study conducted by Michigan City and NICTD in 2013 using FTA TIGER funding, and requires multiple property acquisitions and relocations along 10th Street and 11th Street. The realignment would allow NICTD to remove several existing, unsignalized, at-grade crossings within the downtown area of Michigan City, providing safety benefits to the surrounding neighborhood. The remaining unprotected at-grade crossings would be improved with grade crossing warning devices.

### **1.2 AREA OF POTENTIAL EFFECTS**

The first step in assessing historic properties potentially affected by an undertaking is to define the APE. The area of potential effects (APE) is defined by 36 CFR § 800.16(d) as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE for architectural and archeological resources was developed in consultation with Indiana State Historic Preservation Office (SHPO) staff (Appendix A). Comments on the APE have also been solicited from consulting parties in the Section 106 process.

For this Project, the APE is divided into two components: the direct effects APE and the indirect effects APE. The APE for direct effects was limited to the Project footprint, including any areas that might be subject to ground-disturbing activities (e.g., construction areas, temporary staging areas, new access roads) or acquisition. The indirect effects APE includes any parcels that may be affected visually or by noise and vibration from the operation of the trains, and by temporary effects such as construction noise, staging areas, closure of streets, re-routing of traffic, etc. The direct effects APE is largely contained within the existing NICTD ROW. However, parts of the NICTD ROW overlap with National Park Service Indiana Dunes National Lakeshore boundaries, and NICTD has continually consulted with the National Park Service to identify any potential for impacts on their property as the limits of the Project are refined. The indirect effects APE was generally defined as those parcels immediately fronting the proposed alignment. However, in instances when shallow, narrow, or cleared/empty parcels allowed indirect effects to extend further, the APE was expanded to include more parcels. The indirect effects APE includes any parcels that may be affected visually or by noise and vibration from the operation of the trains, and by temporary effects such as construction noise, staging areas, closure of streets, re-routing of traffic, etc. The indirect effects APE was verified in the field to ensure it captured all parcels that would be visible from or may be impacted by Project components.

## **2.0 EFFORTS TO IDENTIFY HISTORIC PROPERTIES**

HDR staff conducted background research at Indiana Division of Historic Preservation and Archaeology (DHPA) and through the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) to establish the presence of previously identified architectural resources within the Project area. This list was then cross-referenced with historic maps, atlases, county interim reports, and county assessor records. Research was also conducted to develop a framework for understanding the local land use history and the patterns of community and industrial development in order to establish significance standards by which to evaluate surveyed resources.

For LaPorte County, written resources especially critical to formulating survey methodology and a historic context included the three National Register of Historic Places (NRHP) nominations for Elston Grove, Haskell and Barker, and Franklin Street Commercial Historic Districts, all written by Kurt West Garner and listed in 2013; *LaPorte County Interim Report: Indiana Historic Sites and Structures Survey* by Ann C. Davis (1989); *History of Michigan City, Indiana* by Rollo B. Oglesbee and Albert Hale (1908); *A Pictorial History of Michigan City, Indiana 1675-1992*, published by the Michigan City News-Dispatch (Manaher 1992); and Michigan City Public Library's (MCPL's) "Timeline of Michigan City" (MCPL 2016). For Porter County, resources referenced included the *Porter County Interim Report: Indiana Historic Sites and Structures Survey* by Ann C. Davis (1991); the NRHP nomination for Beverly Shores Railroad Station by Dorinda Partsch (1988); *Indiana Dunes State Park: A History and Description* by George S. Cottman (1930), complemented by the National Park Service's online resource "Indiana Dunes: History & Culture" (2017); and *An Archaeological Overview and Assessment of Indiana Dunes National Lakeshore, Indiana* by Dawn Bringelson and Jay Sturdevant (2007). For Lake County, resources referenced included the *Lake County Interim Report: Indiana Historic Sites and Structures Survey* by Ann C. Davis (1996); *City of the Century: A History of Gary, Indiana* by James B. Lane (1978); *Gary, Indiana: A Pictorial History*, by James B. Lane and Ronald D. Cohen (2003); *Gary, Indiana: A Centennial Celebration* by Kendall F. Svengalis (2006); and *Gary's East Side* by John C. Trafney (2002). Salient resources on the SSL included *South Shore: The Last Interurban* by William D. Middleton (1970); *Moonlight in Duneland: The Illustrated Story of the Chicago South Shore and South Bend Railroad* by Ronald D. Cohen and Stephen G. McShane (1998); and *Chicago South*

*Shore & South Bend*, Volume 1 (Kevin J. Holland, 2005) and Volume 2 (Geoffrey H. Doughty, 2007). Additionally, numerous vertical files and local materials available at the Calumet Regional Archives at Indiana University Northwest in Gary, the MCPL, and the Valparaiso branch of the Porter County Library were used in research.

In addition to online and archival research, fieldwork and report preparation were informed by consultation with interested local parties, including Indiana Landmarks, Northwestern Indiana Regional Planning Commission, Beverly Shores Historical Society, Historical Society of Ogden Dunes, Michigan City, Michigan City Planning & Redevelopment Commission, Michigan City Planning Commission, Legacy Foundation, the Forest County Potawatomi Community, and local property owners.





Due to the large size of the Project area, fieldwork and evaluations were divided among three Historic Property Reports (HPRs), each covering one county from west to east. In consideration of the 2019 construction date for the Project, the reports included those resources in the APE constructed in 1969 or earlier. Fieldwork in LaPorte County was conducted February 6–10, 2017; in Lake County, March 6–10, 2017; and in Porter County during both weeks. Following the survey and local research, three HPRs were prepared successively: Segment 1 (LaPorte County), Segment 2 (Porter County), and Segment 3 (Lake County).

In total, 613 architectural resources in the APE were surveyed and evaluated for NRHP eligibility. In LaPorte County, 324 architectural resources were surveyed and evaluated, and 16 resources were recommended newly eligible for NRHP listing. This includes seven individually eligible resources, seven resources that contribute to a recommended historic district, one new historic district (DeWolfe's Addition Historic District in Michigan City), and one expansion to an existing NRHP-listed district (Elston Grove Historic District). Three NRHP-listed historic districts (Franklin Street Commercial Historic District; Elston Grove Historic District; and Haskell and Barker Historic District) were not re-surveyed due to their recent evaluation and listing in 2013. In Porter County, 46 architectural resources were surveyed and evaluated for NRHP eligibility. One property, the Beverly Shores Railroad Station (NR-0945) is currently listed in the NRHP, one property is considered eligible for listing in the NRHP by the SHPO, and one property was newly recommended eligible for individual listing in the NRHP. In Lake County, 243 architectural resources were surveyed and evaluated for NRHP eligibility. Eight of these were recommended eligible, two individually, and four as contributing resources to potential historic districts. Additionally, two historic districts (Glen Ryan Park and Hiway Homes Historic Districts, both in Gary) were recommended eligible for listing in the NRHP.

Thirty-one resources in the APE were recommended eligible for listing in the NRHP (Table 1) or were previously listed in the NRHP. This includes 4 previously listed resources (Elston Grove Historic District, Haskell and Barker Historic District, Franklin Street Commercial Historic District, and the Beverly Shores Station); 1 resource considered eligible for listing by the SHPO under a Multiple Property Document; 3 new historic districts recommended eligible (DeWolfe's Addition, Glen Ryan Park, and Hiway Homes Historic Districts); a recommended boundary expansion of the NRHP-listed Elston Grove Historic District; 10 resources recommended individually eligible for listing in the NRHP; and 10 resources recommended eligible as contributing resources to an existing or recommended eligible historic district. In addition, there are numerous contributing resources to the listed and recommended eligible historic districts that are considered historic properties per 36 CFR 800.16(l)(1).

Per consultation with the SHPO and because of the recent listing of the three historic districts in Michigan City in 2013, individual resources in the listed districts were not surveyed unless they had an IHSSI number; these resources were surveyed to determine individual eligibility and to confirm that the resources retained their contributing status to their respective historic district. Adversely affected contributing resources to the historic districts are listed in their respective district write-ups (Elston Grove 3.2.4, Elston Grove Boundary Expansion 3.2.5, Franklin Street Commercial 3.2.6).

**Table 1. Surveyed Historic Properties in the APE\*.**

Photograph	County	IHSSI No. / NRHP No.	Property Name	Address	Construction Date	NRHP Status
	LaPorte	091-406-17032	St. Mary of the Immaculate Conception Church	406 W. 10th Street, Michigan City	1868; 1932	Recommended Eligible
	LaPorte	N/A	DeWolfe's Addition Historic District	N/A	c. 1889 to 1905	Recommended Eligible
	LaPorte	091-406-21102	House	1109 Manhattan Street, Michigan City	c. 1880	Recommended Eligible as Contributing to recommended DeWolfe's Addition Historic District
	LaPorte	091-406-21103	House	1101 Elston Street, Michigan City	c. 1880	Recommended Eligible as Contributing to recommended DeWolfe's Addition Historic District



**Table 1. Surveyed Historic Properties in the APE\*.**









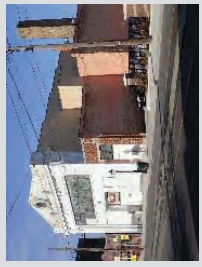
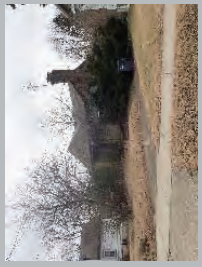
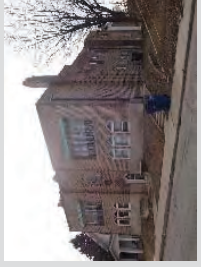

Photograph	County	IHSSI No. / NRHP No.	Property Name	Address	Construction Date	NRHP Status
	LaPorte	091-406-21105	House	1116 Ohio Street, Michigan City	c. 1880	Recommended Eligible as Contributing to recommended DeWolfe's Addition Historic District
	LaPorte	091-406-21106	House	1115 Ohio Street, Michigan City	c. 1880	Recommended Eligible as Contributing to recommended DeWolfe's Addition Historic District
	LaPorte	091-406-21153	Body Shop (former gas station)	1004 Kentucky Street, Michigan City	c. 1925	Recommended Individually Eligible
	LaPorte	091-406-18001	Elston Grove Historic District Expansion	N/A	c. 1875 to c. 1925	Recommended Eligible
	LaPorte	091-406-21078	House	410 York Street, Michigan City	c. 1890	Recommended Eligible as Contributing to recommended expansion of Elston Grove Historic District





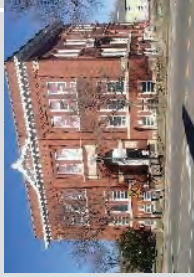


Table 1. Surveyed Historic Properties in the APE\*.

Photograph	County	IHSSI No. / NRHP No.	Property Name	Address	Construction Date	NRHP Status
	LaPorte	091-406-21080	House	505 E. 11th Street, Michigan City	c. 1870	Recommended Eligible as Contributing to recommended expansion of Elston Grove Historic District
	LaPorte	091-406-21081	First Christian Church	1102 Cedar Street, Michigan City	c. 1920	Recommended Individually Eligible and as Contributing to recommended expansion of Elston Grove Historic District
	LaPorte	091-406-21091	Commercial Building	1101 Franklin Street, Michigan City	c. 1880	Recommended Individually Eligible/Contributing resource to Franklin Street Commercial Historic District
	LaPorte	091-406-21082	Apartment Building	328 E 11th Street, Michigan City	c. 1917	Contributing resource to Elston Grove Historic District



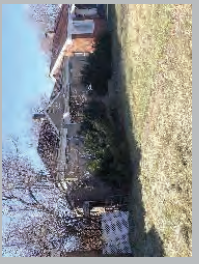
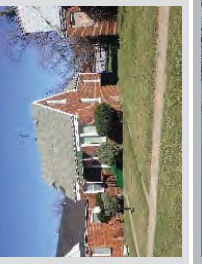

**Table 1. Surveyed Historic Properties in the APE\*.**

Photograph	County	IHSSI No. / NRHP No.	Property Name	Address	Construction Date	NRHP Status
	LaPorte	091-406-21083	Apartment Building	1009 Cedar Street, Michigan City	c. 1910	Contributing resource to Elston Grove Historic District
	LaPorte	091-406-21092	South Shore Station	114 E. 11th Street, Michigan City	1926	Recommended Individually Eligible/Contributing to Franklin Street Commercial Historic District
	LaPorte	N/A	House	1116 W. 10th Street, Michigan City	c. 1937	Recommended Individually Eligible
	LaPorte	N/A	Berhndt Flats	1111 Cedar Street, Michigan City	c. 1926	Recommended Individually Eligible
	Porter	127-406-02014/ NR-0945	Beverly Shores Railroad Station	Northeast corner of Broadway and U.S. 12, Beverly Shores	1929	Listed

**Table 1. Surveyed Historic Properties in the APE\*.**

Photograph	County	IHSSI No. / NRHP No.	Property Name	Address	Construction Date	NRHP Status
	Porter	127-175-05015/ NR-2441	Oscar and Irene Nelson House	217 W. Dunes Highway, Burns Harbor	ca. 1880	Eligible under Multiple Property Documentation Form
	Porter	N/A	Al & Sally's Motel	3221 W. Dunes Highway, Michigan City	c. 1950	Recommended Individually Eligible
	Lake	089-232-07095	Miller School	665 S. Lake Street, Gary	1910	Recommended Individually Eligible
	Lake	089-232-07104	House	5512 E. Melton Road, Gary	c. 1924	Recommended Individually Eligible
	Lake	N/A	Hiway Homes Historic District	N/A	c. 1948	Recommended Eligible

**Table 1. Surveyed Historic Properties in the APE\*.**

Photograph	County	IHSSI No. / NRHP No.	Property Name	Address	Construction Date	NRHP Status
	Lake	089-232-19670	House	602 Illinois Street, Gary	c. 1948	Recommended Eligible as a Contributing Resource to recommended Hiway Homes Historic District
	Lake	089-232-19671	House	608 Mississippi Street, Gary	c. 1947	Recommended Eligible as a Contributing Resource to recommended Hiway Homes Historic District
	Lake	089-232-19672	House	628 Mississippi Street, Gary	c. 1947	Recommended Eligible as a Contributing Resource to recommended Hiway Homes Historic District
	Lake	089-232-19674	House	637 Indiana Street/ Martin Luther King Drive, Gary	c. 1947	Recommended Eligible as a Contributing Resource to recommended Hiway Homes Historic District
	Lake	N/A	Glen Ryan Park Historic District	N/A	c. 1955	Recommended Eligible

**Table 1. Surveyed Historic Properties in the APE\*.**

Photograph	County	IHSSI No. / NRHP No.	Property Name	Address	Construction Date	NRHP Status
* Contributing resources to listed historic districts within the APE are not included in this list unless they were evaluated for individual NRHP eligibility. IHSSI = Indiana Historic Sites and Structures Inventory						

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### 3.0 ASSESSMENT OF EFFECTS

Section 106 of the NHPA requires the assessment of Project effects on properties that are listed in or eligible for listing in the NRHP. The criteria for adverse effects are defined in the regulations (36 CFR 800.5(a)(1)) and have been applied to historic properties in the Project APE. An adverse effect is found when an undertaking may alter, directly or indirectly, those characteristics of a historic property that make the property eligible for listing in the NRHP, including its location, design, setting, materials, workmanship, feeling, or association. Both temporary and long-term impacts were considered and evaluated for their potential effects. Adverse effects on historic properties include, but are not limited to:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization;
- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Project's Preferred Alternative was the design option assessed for adverse effects in this report. Noise and vibration impacts were evaluated related to Project construction activities and operation along the proposed double track in the *Noise and Vibration Technical Memorandum* completed in May 2017 (HDR 2017). The memorandum concluded that construction activities are expected to result in temporary increases in noise and vibration, and operation of the double track would likely result in a moderate increase in noise and vibration in communities along the alignment. The short-term noise and vibration effects would occur at moderate levels at various locations along the rail line during various phases of construction.

Operational noise impacts would occur in Gary, Portage, Town of Pines, and Beverly Shores, and will consist primarily of train horn noise at receptors in close proximity to the alignment and public at-grade crossings. Operational vibration effects are expected to occur in Gary, Burns Harbor, Town of Pines, Beverly Shores, and Michigan City, and will emanate primarily at crossovers, turnouts, and from the trains themselves (wayside, or wheel-rail rolling vibration). Due to the moderate scale of anticipated vibration and noise impacts, in addition to the potential for mitigation such as the implementation of quiet zones, relocation of some track work, and incorporation of spring-rail or flange-bearing frogs, it is determined in this report that the Project's



noise and vibration impacts would not rise to the level of an adverse effect on any historic property. Discussion of noise and vibration effects are therefore not included in individual assessments below, but can be referenced in greater detail in HDR's *Noise and Vibration Technical Memorandum*.

Four newly identified historic properties would be adversely affected by the Project (Table 2). Including individual contributing resources to the historic districts, a total of 29 historic properties would be adversely affected by this Project.

**Table 2. Assessment of Effects on Surveyed Historic Properties in the APE.**

IHSSI No. / NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
091-406-17032	St. Mary of the Immaculate Conception Church	406 W. 10th Street, Michigan City	LaPorte	Recommended Individually Eligible/Contributing resource to Haskell & Barker Historic District	No Adverse Effect
N/A	DeWolfe's Addition Historic District	N/A	LaPorte	Recommended Eligible	No Adverse Effect
091-406-21102	House	1109 Manhattan Street, Michigan City	LaPorte	Recommended Eligible as Contributing to recommended DeWolfe's Addition Historic District	No Adverse Effect
091-406-21103	House	1101 Elston Street, Michigan City	LaPorte	Recommended Eligible as Contributing to recommended DeWolfe's Addition Historic District	No Adverse Effect
091-406-21105	House	1116 Ohio Street, Michigan City	LaPorte	Recommended Eligible as Contributing to recommended DeWolfe's Addition Historic District	No Adverse Effect
091-406-21106	House	1115 Ohio Street, Michigan City	LaPorte	Recommended Eligible as Contributing to recommended DeWolfe's Addition Historic District	No Adverse Effect
091-406-21153	Body Shop	1004 Kentucky Street, Michigan City	LaPorte	Recommended Individually Eligible	No Adverse Effect
091-406-21091	Commercial Building	1101 Franklin Street, Michigan City	LaPorte	Recommended Individually Eligible/Contributing to Franklin Street Commercial Historic District	No Adverse Effect



**Table 2. Assessment of Effects on Surveyed Historic Properties in the APE.**

IHSSI No. / NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
091-406-21083	Apartment Building	1009 Cedar Street, Michigan City	LaPorte	Contributing to Elston Grove Historic District	No Adverse Effect
091-406-21078	House	410 York Street, Michigan City	LaPorte	Recommended Eligible as Contributing to recommended expansion of Elston Grove Historic District	No Adverse Effect
091-406-21080	House	505 E. 11th Street, Michigan City	LaPorte	Recommended Eligible as Contributing to recommended expansion of Elston Grove Historic District	<b>Adverse Effect</b>
091-406-21092	South Shore Station	114 E. 11th Street, Michigan City	LaPorte	Recommended Individually Eligible/Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
N/A	House	1116 W. 10th Street, Michigan City	LaPorte	Recommended Individually Eligible	<b>Adverse Effect</b>
N/A	Apartment Building	1111 Cedar Street, Michigan City	LaPorte	Recommended Individually Eligible	No Adverse Effect
091-406-18001	Elston Grove Historic District Expansion	N/A	LaPorte	Recommended Eligible	<b>Adverse Effect</b>
127-406-02014/ NR-0945	Beverly Shores Railroad Station	Northeast corner of Broadway and U.S. 12, Beverly Shores	Porter	Listed	No Adverse Effect
127-175-05015/ NR-2441	Oscar and Irene Nelson House	312 W. Dunes Highway, Burns Harbor	Porter	Eligible under Multiple Property Documentation Form	No Adverse Effect
N/A	Al & Sally's Motel	3221 W. Dunes Highway, Michigan City	Porter	Recommended Eligible	No Adverse Effect
N/A	Glen Ryan Park Historic District	N/A	Lake	Recommended Eligible	No Adverse Effect
N/A	Hiway Homes Historic District	N/A	Lake	Recommended Eligible	No Adverse Effect
089-232-07095	Miller School	665 S. Lake Street, Gary	Lake	Recommended Eligible	No Adverse Effect

**Table 2. Assessment of Effects on Surveyed Historic Properties in the APE.**

IHSSI No. / NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
089-232-07104	House	5512 E. Melton Road, Gary	Lake	Recommended Eligible	No Adverse Effect
089-232-19670	House	602 Illinois Street, Gary	Lake	Recommended Eligible as a Contributing Resource to Hiway Homes Historic District	No Adverse Effect
089-232-19671	House	608 Mississippi Street, Gary	Lake	Recommended Eligible as a Contributing Resource to Hiway Homes Historic District	No Adverse Effect
089-232-19672	House	628 Mississippi Street, Gary	Lake	Recommended Eligible as a Contributing Resource to Hiway Homes Historic District	No Adverse Effect
089-232-19674	House	637 Indiana Street/ Martin Luther King Drive, Gary	Lake	Recommended Eligible as a Contributing Resource to Hiway Homes Historic District	No Adverse Effect

### 3.1 HISTORIC PROPERTIES WITH NO ADVERSE EFFECTS

Properties with No Adverse Effects are discussed in the following text. Historic contributing properties previously identified with IHSSI numbers are included in tables within their respective district sections. Those IHSSI properties that were individually surveyed and evaluated for the Project are also discussed individually in their respective district sections.

The Build Alternative in the vicinity of these properties will result in the removal of existing street-running tracks, replacement of the overhead contact system (OCS), addition of new ballasted tracks, high-level platforms, permanent re-routing of traffic, and increased service. Although these changes would have indirect impacts on historic properties in the APE, these components would not compromise the integrity of historic properties in the APE, nor would they rise to the level of an adverse effect.

#### 3.1.1 ST. MARY OF THE IMMACULATE CONCEPTION CHURCH, 406 W. 10TH STREET, MICHIGAN CITY (091-406-17032)

St. Mary of the Immaculate Conception Catholic Church (St. Mary's), founded by German Catholic immigrants in 1858, was the second Catholic parish in Michigan City. St. Mary's Church stands at the corner of 10th and Buffalo Streets, and faces north onto 10th Street (Figure 1). Designed by local architect John Renkawitz and constructed in 1868, the church exhibits elements of both the Romanesque and Gothic Revival styles (HPR Segment 1: 40).

St. Mary's was recommended eligible for listing in the NRHP under Criteria Consideration A for its historic significance under Criterion A as a locally significant resource that expresses the general trend of increasing wealth and social integration that characterized the congregation as it evolved

through the nineteenth and twentieth centuries, a trend which corresponded to the enlargement and ornamentation of the church itself. The church retains its integrity of workmanship, materials, location, setting, association, and feeling. St. Mary's Church is also a contributing resource to the NRHP-listed Haskell and Barker Historic District.

**Figure 1. St. Mary's Church, view southwest.**



St. Mary's Church is outside of the direct APE and will not be affected by any direct impacts associated with the Project. Along W. 11th Street south of St. Mary's, the proposed undertaking will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Indirect effects to St. Mary's Church are limited to visual and vibration effects, as well as temporary construction impacts. Because St. Mary's is already located adjacent to the tracks on the south (rear) side, the installation of new tracks with associated catenary and overhead wires will have no adverse effect on this historic property. Construction impacts will result in temporary visual, noise, and possibly vibration effects, as well as the possible re-routing of traffic, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on St. Mary's Church.

### **3.1.2 DEWOLFE'S ADDITION HISTORIC DISTRICT, MICHIGAN CITY**

DeWolfe's Addition Historic District (Figure 2 -

Figure 5), named for the original plat that encompassed the majority of the present neighborhood, is bounded on the west by Kentucky Street, on the north by 11th Street, on the east by Buffalo Street, and on the south by Wall Street. The east side of the recommended historic district abuts with the western boundary of the Haskell and Barker Historic District.

The neighborhood was constructed between c. 1888 and 1905. In addition to residential architecture, the neighborhood includes a number of historic commercial buildings, particularly in the southern and western parts. These include stores, filling stations, and service shops. Generally, most of the dwellings in the recommended historic district are one- or two-story wood-frame buildings constructed on a gable-and-wing or front-gabled plan, forms characteristic of the National Folk style popular in the late nineteenth century.

The recommended DeWolfe's Addition Historic District is locally significant under Criterion A as an example of community development at the peak of Michigan City's industrial and residential growth. The development of the residential neighborhood corresponds with that of Michigan City's major industries. The recommended historic district is also locally significant under Criterion C as a cohesive and intact collection of National Folk and Folk Victorian styles. The buildings proposed to constitute the DeWolfe's Addition Historic District are exemplary of a working middle class community built at the turn of the century, and are particularly reflective of Michigan City's successful industrial era.

**Figure 2. DeWolfe's Addition: view northeast on Tennessee Street, towards intersection with 11th Street.**





**Figure 3. DeWolfe's Addition: view south from Green and Tennessee Streets.**



**Figure 4. DeWolfe's Addition: view west from Ohio and Wall Streets.**



**Figure 5. DeWolfe's Addition: view southeast from Chicago and Kentucky Streets towards recommended historic district. Building on the far right (Grant's Body Shop, 506 Chicago Street) is an anticipated acquisition (located outside of historic district).**



The proposed historic district lies outside of the direct APE and will not be affected by any direct impacts associated with the Project. Along W. 11th Street, which forms the southern border of the district, the proposed undertaking will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Temporary effects will include noise and vibration resulting from the removal and installation of railroad tracks along E. 11th Street, as well as possible re-routing of traffic. None of these effects will compromise the integrity of the district or rise to the level of an adverse effect. It is therefore recommended that the proposed Project will have *No Adverse Effect* on the recommended DeWolfe's Addition Historic District.

### **3.1.2.1 CONTRIBUTING RESOURCES TO THE RECOMMENDED DEWOLFE'S ADDITION HISTORIC DISTRICT, MICHIGAN CITY**

The following properties assessed individually below are grouped together here based on their shared historic and geographical identity within the recommended DeWolfe's Addition Historic District in Michigan City. The Project was found to have *No Adverse Effect* on the overall historic district, and *No Adverse Effect* on all four properties evaluated individually as contributing resources to the historic district.

#### **3.1.2.1.1 1109 Manhattan Street (091-406-21102)**

The National Folk-style dwelling stands on the west side of Manhattan Street and faces east (Figure 6). Constructed c. 1880, the 1.5-story front-gable building sits on a concrete block and brick foundation. The dwelling at 1109 Manhattan Street was rated Contributing in 1989 for its architectural significance. The building possesses architectural significance as a local example of



National Folk and Greek Revival styles applied to a vernacular form. The front-gable building retains its original wood siding as well as its distinctive window and door pediments. The property associated with 091-406-21102 was recommended eligible as a Contributing property to the recommended DeWolfe's Addition Historic District.

**Figure 6. 1109 Manhattan Street (091-406-21102), view southwest.**



The residence at 1109 Manhattan Street lies on the west side of Manhattan Street and faces east. The property is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. Several properties lie between 1109 Manhattan Street and the Project area on W. 11th Street, which is over 150 feet away. The proposed undertaking on W. 11th Street will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Indirect effects to the property are limited to temporary construction impacts. Construction impacts will result in temporary visual, noise, and vibration effects, as well as the possible re-routing of traffic, none of which will compromise the integrity or significance of the resource or rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on 1109 Manhattan Street.

#### **3.1.2.1.2 1101 Elston Street (091-406-21103)**

Constructed c. 1880, the 1.5-story L-shaped building (Figure 7) exhibits elements of the Queen Anne style. The dwelling at 1101 Elston Street was rated Contributing in 1989 for its architectural significance. The building, which exhibits its original form and bargeboard, possesses significance as a local example of the Queen Anne style. The loss of multiple character-defining features, such as wood siding, windows, doors, and porch materials have rendered the building ineligible for individual NRHP listing; however, the form of the building remains intact and the property contributes to the collective significance of the recommended DeWolfe's Addition Historic District. The property associated with 091-406-21103 was therefore recommended eligible as a Contributing resource to the recommended DeWolfe's Addition Historic District.

**Figure 7.1101 Elston Street (091-406-21103), view northwest.**



The building at 1101 Elston Street stands on the southwest corner of W. 11th Street and Elston Street, and faces east onto Elston Street. The property is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. Along W. 11th Street adjacent on the north to the historic dwelling, the proposed undertaking will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Because the historic property is already located adjacent to the tracks on the north side, the installation of new tracks with associated catenary and overhead wires will not affect the integrity of the resource and will have no adverse effect on the dwelling. Indirect effects to the property are limited to road closures on the opposite (north) side of W. 11th Street, as well as temporary construction impacts. Construction impacts will result in temporary visual, noise, and vibration effects and the possible re-routing of traffic, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on 1101 Elston Street.

**3.1.2.1.3 1116 Ohio Street (091-406-21105)**

Built c. 1880, the two-story dwelling (Figure 8) has a cross wing form and sits on a raised parged foundation. The dwelling at 1116 Ohio Street was rated Contributing in 1989 for its architectural significance. Non-historic alterations including new siding, windows, doors, and front porch have rendered the building ineligible for individual NRHP-listing; however, the form of the building remains intact, and the property does contribute to the collective significance of the recommended DeWolfe's Addition Historic District. The property associated with 091-406-21105 was therefore recommended eligible as a Contributing resource to the recommended DeWolfe's Addition Historic District.



**Figure 8. 1116 Ohio Street (091-406-21105), view northeast.**



The building at 1116 Ohio Street stands on the east side of Ohio Street and faces west. The property is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. Several properties (or over 200 feet) lie between 1116 Ohio Street and the Project area on W. 11th Street. The proposed undertaking on W. 11th Street entails the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Indirect effects to the property are limited to temporary construction impacts. Construction impacts will result in temporary visual, noise, and vibration effects, as well as the possible re-routing of traffic, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on 1116 Ohio Street.

#### **3.1.2.1.4 1115 Ohio Street (091-406-21106)**

Built c. 1880, the Queen Anne style dwelling (Figure 9) has a cross wing form and sits on a raised brick foundation. The dwelling at 1115 Ohio Street was rated Contributing in 1989 for its architectural significance. The building possesses significance as a local example of the Queen Anne style. The cross wing building retains its original wood siding as well as its wood architraves, window transoms, turned porch posts, shaped shingles, and spindlework. Due to replacement windows, doors, and porch balustrade, the house is not a superior example of the Queen Anne style in Michigan City; however, it is distinct within its neighborhood, and was recommended eligible as a Contributing resource to the recommended DeWolfe's Addition Historic District.

**Figure 9. 1115 Ohio Street (091-406-21106), view southwest.**



The two-story dwelling stands on the west side of Ohio Street and faces east. The property is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. Several properties (or over 200 feet) lie between 1115 Ohio Street and the Project area on W. 11th Street. The proposed undertaking on W. 11th Street entails the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Indirect effects to the property are limited to temporary construction impacts. Construction impacts will result in temporary visual, noise, and vibration effects, as well as the possible re-routing of traffic, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on 1115 Ohio Street.

### **3.1.3 COMMERCIAL BUILDING, 1004 KENTUCKY STREET, MICHIGAN CITY**

The one-story automotive body shop at 1004 Kentucky Street is located southeast of the intersection of Chicago Street, Kentucky Street, and W. 10th Street (Figure 10). The building faces northwest and has a semi-circular concrete driveway that extends from Kentucky Street to W. 10th Street. Constructed c. 1925, the building first appears on Sanborn maps in 1929 as a filling station, replacing a dwelling on the lot that appeared on the 1922 Sanborn map.

The filling station was recommended eligible for listing in the NRHP as a locally significant resource associated with the early automobile era in Michigan City under Criteria A and C. The building represents one of the few remaining intact examples of a resource associated with the early automobile era in Michigan City, which was once host to an influx of filling stations and automotive mechanical shops, many of which were concentrated at the west end of the city, as the urban landscape began to fade into the more remote, duneland region. The gas station is also significant under Criterion C as an overall intact example of an early-twentieth century filling station. The wood-frame building was veneered with brick and was enlarged by 1929 with the one-story, two-bay concrete-block automotive shop on the southwest (side) elevation. Character-defining features include the large hipped-roof porte-cochere supported by heavy brick posts, its square form, brick veneer, and semi-circular driveway.



**Figure 10. Commercial Building, 1004 Kentucky Street, view southeast.**



The former filling station is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. The parcel is level and consists mainly of the concrete driveway and walkway that front the parcel. The property lies directly north of the Project area, which is confined in this section to the current railroad ROW, which is partially embedded in Chicago Street here as the tracks shift from W. 11th Street to W. 10th Street.

The tracks are south of the parcel and are embedded in W. 10th Street northwest of the filling station and briefly where they cross Chicago Street and Kentucky Street southwest of the property. The embedded tracks will be removed at these locations and replaced with two new tracks. Parcels to the southwest of the property have been identified as anticipated acquisitions for railroad improvements. Several of these parcels slated for acquisition are vacant. The nearest building, also a commercial garage (c. 1946) stands at 506 Chicago Street, approximately 175 feet southwest of the filling on the opposite side of Kentucky Street. To the west of the filling station, the nearest parcel scheduled for acquisition and containing a building is 1002 Green Street, which is occupied by the historic hat and chair factory buildings approximately 600 feet from the filling station.

Indirect effects to the filling station are limited to visual and audible effects resulting from the anticipated demolition of 506 Chicago Street and 1002 Green Street, as well as temporary construction impacts. Though the view shed from the filling station will be altered somewhat by the proposed removal of buildings at 506 Chicago Street and 1002 Green Street, the buildings do not contribute to the character-defining features that make the filling station significant under Criteria A and C. Furthermore, because the historic filling station is already located adjacent to the tracks with catenary and wires, the installation of new tracks with associated catenary and overhead wires will have no adverse effect on this historic property. Construction impacts will result in temporary visual and audible effects and the possible re-routing of traffic, none of which

will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on the filling station at 1004 Kentucky Street.

### 3.1.4 1101 FRANKLIN STREET, MICHIGAN CITY (091-406-21091)

The two-story corner commercial building at 1101 Franklin Street stands on the southwest corner of 11th Street and Franklin Street (Figure 11) and is located within the Franklin Street Commercial Historic District. Constructed c. 1880, the rectangular building has a brick exterior and a flat roof. It is three bays wide with a canted corner entrance, and six bays deep with an additional two-story enclosed rear porch. The building shares a wall with its commercial neighbor on the south (1103 Franklin Street). The commercial building at 1101 Franklin Street is a contributing resource to the Franklin Street Commercial Historic District, which is listed in the NRHP under Criteria C and A for its significance in the areas of local architecture and commercial development of Michigan City. Though the building at 1101 Franklin Street does not possess sufficient significance to merit individual eligibility under Criterion A, it was recommended individually eligible under Criterion C as a good local example of typical late-nineteenth century urban commercial architecture. The building retains its ornamental woodwork and remains one of the few intact examples of its kind in Michigan City.

**Figure 11. 1101 Franklin Street, view southwest across 11th Street tracks.**



The property at 1101 Franklin Street lies directly south of the Project area, which in this section runs along W. 11th Street. The property is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. The building stands on a narrow rectangular parcel at the northeast corner of W. 11th Street and Franklin Street. The property is bound on the south by a connected commercial building and on the west by two vacant, asphalt-paved parcels.

Indirect effects to 1101 Franklin Street are limited to visual effects, as well as temporary construction impacts that include noise and vibration. Along W. 11th Street north of the property, the proposed undertaking will entail the removal of the existing embedded, street-running single



track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Additionally, several properties in near proximity to the commercial building will be acquired for the Project and most likely demolished.

While the anticipated demolition of the adjacent buildings will have an effect on the historic district, the removal of these buildings will have minor impacts to 1101 Franklin Street's integrity of setting, association, and feeling. These nearby demolitions will not affect the ability of 1101 Franklin Street to convey its significance as an example of late nineteenth century commercial-style architecture and will not compromise the integrity of the resource. The Project will therefore have *No Adverse Effect* on 1101 Franklin Street.

### **3.1.5 1009 CEDAR STREET, MICHIGAN CITY**

The building at 1009 Cedar Street is a contributing resource to the Elston Grove Historic District. Constructed c. 1910, the two-story apartment building (Figure 12) exhibits elements of the Italianate style. It sits on a raised concrete block foundation and is clad in brick. Character-defining features include a two-story façade bay window; two-story porch; a flat roof obscured by a flared parapet; cornice embellished with brackets; and a finial on the northeast corner of the building. The building at 1009 Cedar Street was rated as Contributing in 1989 for its significance in vernacular construction in Michigan City. The building does not possess sufficient architectural significance to merit individual listing; however, it is representative of vernacular forms within the Elston Grove Historic District. The property associated with 091-406-21083 was therefore recommended eligible as a Contributing resource to this historic district.

**Figure 12. 1009 Cedar Street (091-406-21083), view southwest.**



The apartment building at 1009 Cedar Street is located on the west side of Cedar Street, the second building north of 11th Street. The property is located outside of the Project's direct effects APE and will not be directly impacted by the Project. The property will encounter indirect visual impacts that affect its integrity of setting resulting from the demolition of nearby buildings; however, these impacts will not compromise the integrity of the building or any of its character defining features. Because the building is already located adjacent to tracks with catenary and

overhead wires, the installation of new tracks with associated catenary and overhead wires will have no adverse effect on this historic property. Construction impacts will result in temporary visual, noise, and vibration effects and the possible re-routing of traffic, none of which will rise to the level of an adverse effect. Therefore, the Project will therefore have *No Adverse Effect* on 1009 Cedar Street.

### **3.1.6 410 YORK STREET (091-406-21078)**

The building at 410 York Street is recommended eligible for listing in the NRHP as a contributing resource to the recommended boundary expansion of the Elston Grove Historic District. Constructed c. 1890, the two-story cross wing building (Figure 13) has an L-plan and sits on a raised brick foundation. Character-defining features include its cross wing form; fish-scale shingles in the gable; a central chimney, and the dwelling's immediate proximity to dwellings of the same era and/or style. The dwelling at 410 York Street was rated as a Contributing property by IHSSI in 1989. Though substantial alterations have resulted in the dwelling's inability to convey individual architectural significance, the building retains sufficient integrity of design and materials to contribute to a potential historic district.

**Figure 13. 410 York Street (091406-21078), view southeast.**



The building stands on the east side of York Street and faces west. The property is located outside of the Project's direct effects APE and will not be directly impacted by the Project; however, it will encounter indirect visual impacts that affect its integrity of setting resulting from the demolition of nearby buildings, however, these impacts will not compromise the integrity of the building or any of its character defining features. Because the building is already located adjacent to tracks with catenary and overhead wires, the installation of new tracks with associated catenary and overhead wires will have no adverse effect on this historic property. Construction impacts will result in temporary visual and audible effects and the possible re-routing

of traffic, none of which will rise to the level of an adverse effect. Therefore, the Project will therefore have *No Adverse Effect* on 410 York Street.

### **3.1.7 BEHRNDT FLATS, 1111 CEDAR STREET, MICHIGAN CITY**

The Behrnt Flats at 1111 Cedar Street were constructed c. 1926. The two-story brick apartment building (Figure 14) stands on the west side of Cedar Street and faces east. The Behrnt Flats were designed by John Lloyd Wright, son of Frank Lloyd Wright and a master architect in his own right, who was prolific in northwest Indiana and the Chicago area. John Lloyd Wright's style of design was eclectic, encompassing and combining influences of the Prairie, Tudor Revival, Colonial Revival, Spanish Mission Revival, and International styles. Wright built dozens of residences in LaPorte County, many located in Michigan City, Duneland Beach, and Long Beach, where he lived. A Multiple Property Documentation Form (MPDF) for John Lloyd Wright's work in northwest Indiana was listed in the NRHP in 2011. The MPDF identifies the Behrnt Flats as one of Wright's extant works in Michigan City. The apartment building primarily exhibits features of the Tudor Revival, particularly as it derived from the Gothic Revival style, as well as elements of the Spanish Revival and Colonial Revival styles. The building meets the criteria established for significance and integrity by the MPDF for eligibility in association with John Lloyd Wright. As well as exhibiting a masterful display of Wright's Tudor Revival and Eclectic design execution, the Behrnt Flats retain good integrity. All fenestration openings on the façade and side elevations appear to be original, and the majority of historic windows are intact. Character-defining features of the building, which include the pointed-arch brick window headers and façade doorway, engaged porches with front doors and copper pent roofs, massive chimneys with clay pot caps, and skinteled brick, remain intact. Due to the significance in association with the historic context identified by the MPDF for John Lloyd Wright's work in Northwest Indiana, the Behrnt Flats at 1111 Cedar Street were recommended eligible under Criterion C for individual listing in the NRHP.

**Figure 14. Behrnt Flats, view southwest towards façade.**



Behrnt Flats at 1111 Cedar Street are located outside of the direct APE and will not be affected by any direct impacts associated with the Project. The building stands on a narrow rectangular



parcel on the west side of Cedar Street, facing east. The property is bound on the north by a vacant lot, and on the south and west by residential properties. Residences also stand across (east side) Cedar Street from the Behrndt Flats. The apartment building lies three parcels south of the Project area, which in this section runs along embedded tracks on W. 11th Street.

Indirect effects to the Behrndt Flats are limited to visual and vibration effects, as well as temporary construction impacts. Along W. 11th Street north of the property, the proposed undertaking will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. The installation of new tracks with associated catenary and overhead wires will have no adverse effect on this historic property. Construction impacts will result in temporary visual, noise, and possible vibration effects, as well as the possible re-routing of traffic, none of which will rise to the level of an adverse effect.

One residential parcel (321 E. 11th Street, c. 1914) immediately north of 1111 Cedar Street and fronting E. 11th Street, as well as the church at 1102 Cedar Street (1925-1939), across the road and directly northeast of 1111 Cedar Street, have been identified as anticipated acquisitions for railroad improvements. These properties proposed for acquisition stand between 100 and 120 feet from the Behrndt Flats, and are within its direct viewshed. Though the demolition of the nearby properties on E. 11th and Cedar Streets will affect the historic setting of the Behrndt Flats, the removal of the buildings will not compromise the building's character-defining features or integrity. The criteria for integrity defined in the MPDF for John Lloyd Wright state that historic setting is important to an eligible property's significance primarily as it relates to the natural surroundings and landscape, such as topography and vegetation, aspects that were particularly influential to Wright's designs. The Project in the vicinity of 1111 Cedar Street will not impact these elements of the building's setting. Nor will the temporary or permanent effects of the Project impact the building's integrity of design, workmanship, materials, association, or feeling. It is therefore recommended that the proposed Project will have *No Adverse Effect* on 1111 Cedar Street.

### **3.1.8 HASKELL AND BARKER HISTORIC DISTRICT, MICHIGAN CITY (NR-2355, 091-406-17001)**

The Haskell and Barker Historic District (Figure 15 - Figure 16) stretches along Washington and Wabash Streets from 4th Street on the north to Homer Street on the south, runs north along Buffalo Street until 11th Street, where it extends west to Manhattan Street for a single block, then runs east along 10th Street until intersecting again with Wabash Street. The historic district shares its east boundary with the Franklin Street Commercial Historic District. Buildings in the Haskell and Barker Historic District, located on the west side of the historic city center, are primarily residential, with a small number of commercial and public neighborhood establishments also present. As described in the NRHP nomination, the Haskell and Barker neighborhood contains a mix of gable-front houses, Foursquares, bungalows, cottages, and two- or three-story apartment buildings constructed in the vernacular or in the Colonial Revival, Italianate, Tudor Revival, Neoclassical, or Art Moderne styles.

The Haskell and Barker Historic District was listed in the NRHP in 2013 under Criterion C for its exemplary collection of architectural styles, which includes some of the highest residential styles in the city, among them Queen Anne, Italianate, and Tudor Revival. The period of significance for the residential neighborhood extends from 1860 to 1958. The major impetus for the historic development of the neighborhood was the operation of Haskell and Barker Car Company. Owners of the company constructed vernacular workers' housing in proximity to their own more



upscale dwellings, resulting in a district that historically comprised a range of vernacular forms and high style architecture.

**Figure 15. Haskell and Barker Historic District: view southeast at 10th and Manhattan Streets.**



The proposed Project overlaps with the southern boundary of the district. One property located at 117 W. 11th Street (Figure 16) is a non-contributing resource to the historic district and is an anticipated acquisition. Along W. 11th Street, which forms the southern border of the district, the proposed undertaking will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Temporary construction impacts will result in temporary visual, noise, and possibly vibration effects, as well as the possible re-routing of traffic, none of which will rise to the level of an adverse effect. Additionally, Buffalo Street will be closed permanently at its intersection with 11th Street; however, this will not negatively impact the historic district's character-defining features or integrity as defined in the NRHP nomination.

**Figure 16. Haskell and Barker Historic District: view northwest towards 117 W. 11th Street (anticipated acquisition).**



Though the property at 117 W. 11th Street is an anticipated acquisition and will likely be demolished, this property is a non-contributing resource to the historic district, and is currently being used as an office for a used car lot. Furthermore, it is not individually eligible for listing in the NRHP. Any alterations undertaken to the associated parcels at this location, including potential demolition of the one-story, c. 1950 vinyl-clad commercial building, would not alter any historic views or streetscapes in the district and would not adversely affect the district. Other effects emanating from the proposed undertaking will be limited to the duration of construction and demolition and therefore do not pose any threat to the district's architectural or historic cohesion and integrity. It is therefore recommended that the proposed Project will have *No Adverse Effect* on the Haskell and Barker Historic District.

### **3.1.9 BEVERLY SHORES RAILROAD STATION, BROADWAY AND U.S. 12, BEVERLY SHORES (NR-0945, 127-406-02014)**

The Beverly Shores Railroad Station (Figure 17) sits on the east side of Broadway and on the north side of the railroad tracks. The building historically included three blocks: the passenger station, which faced southeast towards the tracks, a central ticket office, and a residence, located at the north end of the building and facing southwest. Constructed in 1929, the one-story train depot is rectangular in form, stucco-clad, and has multiple rooflines. The Beverly Shores Railroad Station was listed in the NRHP for its significance under Criterion A in 1989. The property is currently owned by Northern Indiana Public Service Company (NIPSCO). Although no longer an active station for the SSL, Beverly Shores is a flag stop. The former railroad station serves primarily as a museum and local community center. The HPR for Porter County recommended that the station is also eligible for its significance under Criterion C for its architecture. The depot is an outstanding example of the Spanish Mission Revival style in Porter County and in the northwest region of Indiana. The style is locally uncommon, and is furthermore particularly representative of its execution by Arthur Gerber, Samuel Insull's chief railway architect and civil

engineer. The Beverly Shores Railroad Station retains good physical integrity with virtually no changes since its NRHP listing; it therefore was also recommended eligible under Criterion C.

**Figure 17. Beverly Shores Station, view northeast; platform to the right.**



The proposed undertaking will entail the removal of the existing tracks, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. The building stands on a NIPSCO-owned strip parcel that is approximately 1.15 miles in length, and 170 feet in width. The parcel lies parallel to the railroad tracks on the north side, north of the railroad ROW and the direct effects APE. The building will therefore not undergo direct impacts associated with the Project. Indirect effects to the historic depot are limited to visual, noise, and vibration impacts, as well as temporary construction impacts. Construction impacts include noise, visual, and possibly vibration effects, none of which will rise to the level of adverse effect. Additionally, the Project will entail the acquisition of a small strip of land approximately 50 feet southeast of the station for the construction of two new low-level boarding platforms. These new platforms will not have an adverse visual impact to the historic property. Because the station is already located adjacent to the tracks on the north side, the installation of new tracks with associated catenary and overhead wires will have no adverse effect on this historic property. Thus, the Project will have *No Adverse Effect* on the Beverly Shores Railroad Station.

**3.1.10 OSCAR AND IRENE NELSON FARMSTEAD, 217 W. DUNES HIGHWAY, BURNS HARBOR (127-175-05015/NR-2441)**

The Oscar and Irene Nelson Farmstead sits on a 3.28-acre wooded property on the north side of W. Dunes Highway and faces south (Figure 18). The two-story I-house, constructed c. 1880, has a side gable roof and is clad in clapboard with wood corner trim. The original I-house portion of the house was added onto at least twice, and later (historic-age) additions constitute the 1.5-story gabled block extending off of the rear (north) end of the original block. Seven outbuildings are visible from the public ROW, as well as one collapsed outbuilding. Outbuildings were identified in the 1990 IHSSI as including a chicken coop, summer kitchen, tool shed, work shop, privy, and a small house. These outbuildings are all wood frame, clad in wood, and were likely built in the late nineteenth century. Additionally, a gabled two-bay concrete block garage that likely dates to c. 1940 stands east of the house.



**Figure 18. Oscar and Irene Nelson Farmstead, view north.**



The Oscar and Irene Nelson Farmstead was rated as a Contributing property by the IHSSI survey in 1990, and is considered eligible under the draft Multiple Property Document NRHP Nomination for Swedish Properties of Baillytown, c. 1850- c. 1950. The property has been nominated for its significance under Criterion A, due to its ethnic and agricultural significance in Westchester Township of Porter County, as well as under Criterion C as an example of a Swedish-American log cabin exhibiting Nordic folk craftsmanship adapted to a rural Midwestern setting. Due to the ongoing status of its review by SHPO, and for the purposes of Section 106 for the Project, the Oscar and Irene Nelson Farmstead is considered eligible under Criteria A and C, as recommended in the Multiple Property Document NRHP Nomination.

The property, which constitutes part of the Indiana Dunes National Lakeshore owned by the National Park Service, is bordered on the north side by the NICTD ROW; on the south side by W. Dunes Highway; and on the west and east by National Lakeshore property. The property lies outside (south) of the direct effects APE, and will not encounter any direct impacts from the Project. The parcel contains substantial coverage by mature trees and other vegetation, partially obscuring its view north towards the existing railroad tracks and nearby industrial development. All Project construction is designed to take place within the current railroad ROW. The Project at this location consists of construction of a new set of tracks on the south side of the existing tracks, as well as the removal and replacement of overhead catenary. The installation of new tracks with associated catenary and overhead wires will have no adverse effect on this historic property. Construction impacts will result in temporary vibration, visual, and noise, effects, which will be buffered by the trees that envelop the property. Thus, the Project will have *No Adverse Effect* on the Oscar and Irene Nelson Farmstead.

### **3.1.11 AL & SALLY'S MOTEL, 3221 W. DUNES HIGHWAY, MICHIGAN CITY**

Al & Sally's Motel at 3221 W. Dunes Highway stands on the north side of Dunes Highway (U.S. 12) and faces southeast. The complex (Figure 19 - Figure 20), constructed c. 1950, comprises

two motel buildings, an outdoor pool, a pool house, a tennis court (not maintained), and a playground. The front portion of the property is an asphalt-paved parking lot with several landscaped islands, one of which contains the brick motel sign with the historic, neon-lit “Al & Sally’s Motel” lettering. The brick structure is tapered in form, sits on a rusticated concrete block foundation, and is capped with a hipped roof covered by asphalt shingles.

Al & Sally’s Motel is significant under Criterion A for its association with mid-century lakeshore tourism in Porter County. The recreation and tourism industry associated with the beaches and dunes on the south shore of Lake Michigan during the 1900s through the 1930s is fairly well represented in northwestern Indiana in residential communities such as Beverly Shores, Ogden Dunes, Michigan City, and Miller (in Lake County and now part of Gary). However, not many of commercial establishments built during the 1940s through the 1960s survive intact. Al & Sally’s Motel at 3221 W. Dunes Highway is an exception. The motel is architecturally evocative of the 1950s era, expressed in its Googie-esque neon sign, windows, doors, and PermaStone exterior. The building remains physically intact, and additionally retains its integrity of location, setting, feeling, and association. Al & Sally’s Motel was recommended eligible for individual listing in the NRHP under Criterion A.

**Figure 19. Al & Sally’s Motel, east motel block, view north.**





**Figure 20. Motel Googie sign, view west.**



The motel property is bordered on the north side by the NICTD ROW; on the south side by W. Dunes Highway; and on the west and east by private commercial and residential properties. The property lies outside (south) of the direct effects APE, and will not encounter any direct impacts from the Project. The property is surrounded by mature trees and other vegetation, obscuring its view north towards the railroad tracks and towards adjacent properties on the east and west. All construction is designed to take place within the current railroad ROW. The Project at this location consists of construction of a new set of tracks on the south side of the existing tracks, as well as the removal and replacement of overhead catenary. The installation of new tracks with associated catenary and overhead wires will have no adverse effect on this historic property. Construction impacts will result in temporary visual, noise, and possibly vibration effects, which will be heavily buffered by the trees that envelop the property. Thus, the Project will have *No Adverse Effect* on Al & Sally's Motel.

### **3.1.12 MILLER SCHOOL, 665 S. LAKE STREET, GARY (089-232-07095)**

Constructed in 1910, the former school building is located on the southeast corner of E. 6th Place and Lake Street. The Classical Revival-style building (Figure 21 - Figure 22) has a rectangular plan, and its façade (west elevation) faces west onto Lake Street. A one-story rectangular addition on the rear (east elevation) of the building dates from c. 1930 and has the same material treatment as the main block.

The Miller School is locally significant under Criteria A and C. Under Criterion A, the school reflects the growth and prosperity in the Miller/Gary area after the establishment of the nearby steel mills. The Miller school is significant under Criterion C as an excellent example of the Classical Revival style in Miller. The school exhibits many hallmarks of the style, including its symmetry, monumental design, pedimented cornice, jack arches, and brick detailing. Further, the school is also an excellent representation of the work of architect Charles Kendrick, who designed several schools in the area and was a prominent architect in Indiana. The former Miller School possesses sufficient integrity of location, design, setting, workmanship, feeling, and association to convey its historic significance. The building was therefore recommended eligible under Criteria A and C.

**Figure 21. Miller School, view east.**



**Figure 22. Miller School, view south. SSL train visible in background.**



The building, no longer a school but a community arts center, stands on a rectangular parcel bound by 6th Place on the north, private residential property on the east, railroad ROW on the south, and Lake Street on the west. The parcel is level with grassy and asphalt-paved surfaces, and young deciduous trees line the street side borders (north and west) of the property. The

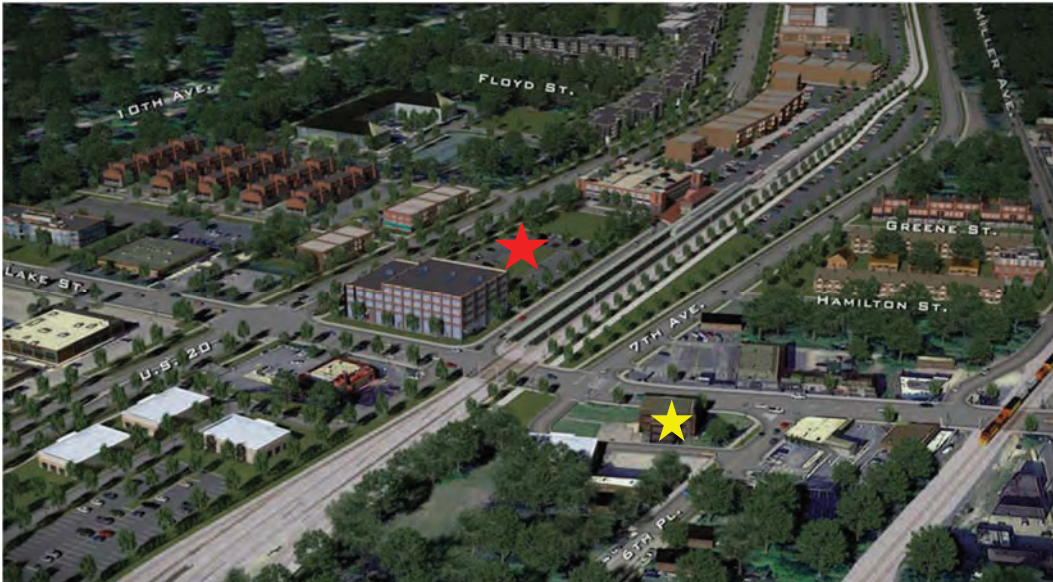


parcel lies north of the railroad ROW and outside of the direct effects APE. All Project construction along this section will take place within the current railroad ROW, and will not encroach on private property on the north side. The replacement or improvement of tracks as well as the replacement of overhead catenary will occur approximately 130 feet south of the building and 40 feet south of the southern property boundary. The building will therefore not undergo direct effects associated with the Project.

Construction impacts will result in temporary visual and audible effects, which will be partially buffered by the trees around the property. South of the railroad and Dunes Highway, the Project will result in the realignment of a segment of Dunes Highway/U.S. 12 and the related acquisition of several dozen parcels over 0.65-mile, stretching one or two blocks deep (to Melton Road, or U.S. 20). The majority of these parcels are vacant, currently covered by vegetation or asphalt-paved lots. However, approximately six buildings occupy various parcels in this section, including several large brick buildings, all one story in height. The nearest of these buildings to be acquired is a one-story, wood-frame commercial building (5813 E. Dunes Highway, built c. 1940) that stands approximately 400 feet southwest of Miller School. Adjacent to the wood frame building is a large metal gable garage (5811 E. Dunes Highway, also constructed c. 1940). These are the only buildings likely to be demolished that stand within view of the Miller School. A new Gary/Miller Station and parking area will be constructed on the site of the current properties at this location (Figure 23). Access to cross streets Lake and Clay will remain open, and traffic flow will be minimally affected. For further information on Project details along this segment of the SSL, reference can be made to the Draft Environmental Assessment (EA) for the Project (May 2017).

The demolition of the buildings at 5811 and 5813 E. Dunes Highway will result in temporary effects of noise, vibration, and possibly small amounts of air pollution. These effects will be temporary and confined to the duration of construction. Visual effects will be partially shielded by trees. Building demolitions and Project construction will not present a substantial visual impact to the historic school property or in any way compromise its integrity or affect its character-defining features. Thus, the Project will have *No Adverse Effect* on Miller School.

**Figure 23. Rendering of Gary/Miller Station Area, view southwest. Yellow star indicates Miller School; red star indicates current location of 5811-13 W. Dunes Highway.**



**3.1.13 5512 E. MELTON ROAD, GARY (089-232-07104)**

The single-family dwelling at 5512 E. Melton Road was rated Contributing in 1994 for its architectural significance as an example of a Tudor Revival-style residence. The dwelling (Figure 24) stands on the north side of Melton Road and faces south. Constructed in 1924, the 1.5-story brick residence rests on a solid concrete foundation. The property is significant under Criterion C as a local example of the Tudor Revival style applied to a residential building. The unique, decorative use of stone, as well as the high overall integrity of the dwelling makes it a rare surviving example of the style. The property is not located within a previously identified or recommended historic district. The property at 5512 Melton Road was recommended individually eligible for listing in the NRHP under Criterion C.

**Figure 24. 5512 E. Melton Road, view northeast towards façade.**



The building stands on the north side of E. Melton Road/U.S. 20 and south of the proposed Project area. The residence faces south and is enveloped by mature deciduous growth. The property, bound by residential properties on the east and west, a commercial warehouse on the north, and Melton Road on the south, lies outside the direct APE and will not be affected by any direct impacts associated with the Project.

No alterations to the existing tracks north of 5512 E. Melton Road are proposed. The proposed undertaking will entail the acquisition of a row of commercial and vacant parcels bordering 5512 E. Melton Road on the north. One single-story, metal-clad warehouse (5501 E. Dunes Highway, constructed c. 1940) lies approximately 50 feet north of the historic residence, and is an anticipated acquisition, likely to be demolished. Also facing demolition in the vicinity of 5512 E. Melton Road is a large one-story brick (vacant) commercial building (5701 E. Dunes Highway, constructed c. 1959), standing approximately 300 feet and three properties east of the historic residence. Both properties are heavily obscured from view from 5512 E. Melton Road. The removal of these buildings will result in effects of noise, vibration, and possibly small amounts of air pollution. These effects will be temporary in nature and confined to the duration of construction. Permanent noise and vibration impacts will be concentrated along the railroad alignment and at-grade crossings, and will be moderate or minimal in scale. Due to the low visibility of the anticipated acquisitions from the historic property, no permanent adverse visual effects are anticipated. There will be no impact to the building's character-defining features or overall integrity. Thus, there will be *No Adverse Effect* to this property from the proposed Project.



### **3.1.14 HIWAY HOMES HISTORIC DISTRICT, GARY**

The recommended Hiway Homes Historic District (Figure 25- Figure 27), located at the southeast corner of Gary's historic residential grid, is bound on the west by the east side of Ohio Street; on the east by the west side of Illinois Street; and on the south by the north side of 7th Avenue. The north boundary follows the north side of E. 6th Avenue between Ohio and Louisiana Streets, the south side of 6th Avenue between Louisiana and Mississippi Streets, and U.S. 12 between Mississippi and Illinois Streets. The boundaries of the recommended historic district mostly correspond with the neighborhood's construction by Hiway Homes between 1947 and 1949, on a subdivision originally platted in 1910. Dwellings built by Hiway Homes in this neighborhood are exclusively 1- and 1.5-story brick Minimal Traditionals, some of which are embellished with Colonial Revival-style details. Within the neighborhood, side and front gable variations of the Minimal Traditional are present and arranged methodically.

The recommended Hiway Homes Historic District is significant under Criteria A and C. The district is significant under Criterion A for its representation of residential development during Gary's postwar era, a time period distinct from the city's earlier and well-documented steel-driven booms that took place from 1906 through the 1920s and again during World War II. The neighborhood was well situated to access the steel mills on the other side of U.S. 12 and industrial plants immediately east, including the Gary Screw and Bolt Company and the Walter Bates Steel Corporation. The houses are typical of Levittown-style suburbia in their simplicity, small scale, and suburban and auto-friendly setting. Character-defining features of the neighborhood include the 1 or 1.5-story brick house forms, brick detail work around doors and windows, narrow parcels, hipped roof garages, and the two-way Indiana Street/Martin Luther King Drive with its central parking median.

**Figure 25. Hiway Homes: view northeast along Indiana/Martin Luther King Drive, towards intersection with U.S. 12.**



Figure 26. Hiway Homes: view northwest along Louisiana Street.



Figure 27. Hiway Homes: view northeast towards railroad and catenary behind 603 Indiana Street.



The neighborhood lies south of the direct APE and will not encounter any direct effects associated with the Project. Most of the northern half of the historic district lies within the Project's indirect effects APE; the rest of the district lies outside of the entire APE.

Along this section of the railroad, the Project will entail the installation of a second line of track on the north side (opposite Hiway Homes Historic District) of the divided, 4-lane U.S. 12 (W. Dunes Highway). Northeast of the historic neighborhood, an 800-foot strip of U.S. 12 has been identified as an anticipated acquisition, to serve as a temporary construction staging area. This stretch of highway lies approximately 180 feet north of the nearest property belonging to the Hiway Homes Historic District. Indirect effects to the historic district are limited to visual and noise effects, as well as temporary construction impacts. Because the neighborhood is already located in the vicinity of the tracks, with Dunes Highway as a buffer, the installation of new tracks with associated catenary and overhead wires will have no adverse effect on the district. Traffic routes through the neighborhood will not be affected. Permanent noise and vibration impacts will be concentrated along the railroad alignment and at-grade crossings, and will be moderate or minimal in scale. Construction impacts will result in temporary visual, noise, and possibly vibration effects, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on the recommended Hiway Homes Historic District.

### **3.1.15 CONTRIBUTING RESOURCES TO THE RECOMMENDED HIWAY HOMES HISTORIC DISTRICT, GARY**

The following properties assessed individually below are grouped together here based on their shared historic and geographical identity within the recommended Hiway Homes Historic District in Gary. The Project was found to have *No Adverse Effect* on the overall historic district, and *No Adverse Effect* on all four properties evaluated individually as contributing resources to the historic district.

#### **3.1.15.1.1 602 Illinois Street (089-232-19670)**

Constructed in 1948, the one-story brick dwelling (Figure 28) rests on a poured concrete foundation. Character-defining features on the side gable building include brick quoining around the entry door, rowlock brick sills, a central chimney, and a detached hipped-roof concrete block garage. The dwelling at 602 Illinois Street was rated Contributing in 1995 for its architectural significance as a "typical mid-twentieth century house." Though not sufficiently significant to merit individual NRHP-listing, the property was recommended eligible as a Contributing resource to the recommended Hiway Homes Historic District, which is significant under Criteria A and C.



**Figure 28. 602 Illinois Street (089-232-19670), view northwest.**



The residence at 602 Illinois Street stands on the southwest corner of Illinois Street and U.S. 12/W. Dunes Hwy, and faces east onto Illinois Street. The property is located outside of the direct APE and will not encounter any direct effects associated with the Project. North of U.S. 12, the proposed undertaking will entail the installation of a second line of tracks with associated catenary and overhead wires. Because the historic property is already located south of the existing single track (and U.S. 12), the installation of new tracks with associated catenary and overhead wires will have no adverse effect on the dwelling. Indirect effects to the property are limited to visual and noise effects, as well as temporary construction impacts. Permanent noise and vibration impacts will be concentrated along the railroad alignment and at-grade crossings, and will be moderate or minimal in scale. Construction impacts will result in temporary visual, noise, and possibly vibration effects, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on 602 Illinois Street.

#### **3.1.15.1.2 608 Mississippi Street (089-232-19671)**

Constructed in 1947, the one-story dwelling (Figure 29) rests on a poured concrete foundation. Character-defining features include the building's hipped roof, central chimney, frieze boards, brick quoining around the entry door, and rowlock brick sills along windows. The dwelling at 608 Mississippi Street was rated Contributing in 1995 for its architectural significance as a "typical mid-twentieth century house." Though not sufficiently significant to merit individual NRHP-listing, the property was recommended eligible as a Contributing resource to the recommended Hiway Homes Historic District, which is significant under Criteria A and C.

**Figure 29. 608 Mississippi Street (089-232-19671), view northwest.**



The building stands on the west side of Mississippi Street and faces east. The property is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. North of U.S. 12, and 200 feet north of the historic property, the proposed undertaking will entail the installation of a second line of tracks with associated catenary and overhead wires. Because the historic property is already located south of the existing single track (and U.S. 12), the installation of new tracks with associated catenary and overhead wires will have no adverse effect on the dwelling. Indirect effects to the property are limited to visual and noise effects, as well as temporary construction impacts. Permanent noise and vibration impacts will be concentrated along the railroad alignment and at-grade crossings, and will be moderate or minimal in scale. Construction impacts will result in temporary visual, noise, and possibly vibration effects, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on 608 Mississippi Street.

**3.1.15.1.3 628 Mississippi Street (089-232-19672)**

Constructed in 1947, the one-story, residential dwelling (Figure 30) sits on a poured concrete foundation. Character-defining features include the building's hipped roof, frieze boards, brick quoining around the entry door, and brick rowlock sills. Windows have been boarded up and their exact condition is unknown. The dwelling at 628 Mississippi Street was rated as Contributing in 1995 for its architectural significance as a "typical mid-twentieth century house." Though not sufficiently significant to merit individual NRHP-listing, the property was recommended eligible as a Contributing resource to the recommended Hiway Homes Historic District, which is significant under Criteria A and C.



**Figure 30. 628 Mississippi Street (089-232-19672), view northwest.**



The dwelling stands on the west side of Mississippi Street and faces east. The property is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. North of U.S. 12, and over 300 feet north of the historic property, the proposed undertaking will entail the installation of a second line of tracks with associated catenary and overhead wires. Because the historic property is already located south of the existing single track (and U.S. 12), the installation of new tracks with associated catenary and overhead wires will have no adverse effect on the dwelling. Indirect effects to the property are limited to visual and noise effects, as well as temporary construction impacts. Permanent noise and vibration impacts will be concentrated along the railroad alignment and at-grade crossings, and will be moderate or minimal in scale. Construction impacts will result in temporary visual, noise, and possibly vibration effects, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on 628 Mississippi Street.

**3.1.15.1.4 637 Indiana Street/Martin Luther King Drive (089-232-19674)**

Constructed in 1947, the 1.5-story, residential dwelling sits on a poured concrete foundation. Character-defining features include the steep-pitch roof, frieze boards, brick exterior, and cast concrete sills. The residence at 637 Indiana Street was rated as Contributing in 1995 for its architectural significance as a “typical mid-twentieth century house.” Though not sufficiently significant to merit individual NRHP-listing, the property was recommended eligible as a Contributing resource to the recommended Hiway Homes Historic District, which is significant under Criteria A and C.

**Figure 31. 637 Indiana Street (089-232-19674), view northeast.**



The dwelling resides on the east side of Indiana Street and faces west. The property is located outside of the direct APE and will not be affected by any direct impacts associated with the Project. North of U.S. 12, and over 400 feet north of the historic property, the proposed undertaking will entail the installation of a second line of tracks with associated catenary and overhead wires. Because the historic property is already located south of the existing single track (and U.S. 12), the installation of new tracks with associated catenary and overhead wires will have no adverse effect on the dwelling. Indirect effects to the property are limited to visual and noise effects, as well as temporary construction impacts. Permanent noise and vibration impacts will be concentrated along the railroad alignment and at-grade crossings, and will be moderate or minimal in scale. Construction impacts will result in temporary visual, noise, and possibly vibration effects, none of which will rise to the level of an adverse effect. Thus, the Project will have *No Adverse Effect* on 637 Indiana Street.

### **3.1.16 GLEN RYAN PARK HISTORIC DISTRICT, GARY**

The recommended Glen Ryan Park Historic District (Figure 32 - Figure 34) is bounded by S. New Jersey Street on the west, E. 6th Avenue on the north, Allen Street to the east, and E. 7th Avenue to the south. In total, the recommended district contains 206 parcels. The boundaries are based both on the historic platting of the area, as well as the development of the subdivision, which occurred in two distinct phases.

The recommended Glen Ryan Park Historic District is locally significant under Criterion A as an intact example of community development following World War II and the Korean War, as well as under Criterion C as an example of a cohesive, intact collection of late 1950s Ranch-style domestic architecture. The neighborhood was platted in March 1956, and in May 1957 homes began being sold. The eponymous neighborhood was developed by builder and developer Glen L. Ryan. Located just minutes from Gary's steel and metal manufacturing businesses, the district

housed mostly middle class, manufacturing workers and their families. The district was laid out with convenience and livability in mind, and included sidewalks, city utilities, and a small park (Glen L. Ryan Park). The neighborhood retains good integrity, exhibiting intact character-defining features such as mixtures of exterior cladding on building façades (including wood, asbestos shingles, wood shingles, and synthetic stone); large, multi-paned picture windows on the façade; paved walkways; concrete driveways; tree-lined streets; curvilinear roads; landscaped parcels; uniform lot sizes; and a general lack of attached garages.

**Figure 32. Glen Ryan Park: view northeast at E. 6th Place and Allen Street.**





**Figure 33. Glen Ryan Park: view west at E. 7th Avenue and State Street.  
Railroad and catenary visible at left.**



**Figure 34. Glen Ryan Park: view south at E. 6th Avenue and New Jersey  
Street, towards railroad.**



The recommended Glen Ryan Park Historic District lies outside the direct APE and will not be affected by any direct impacts associated with the Project. The row of properties lining the north



side of E. 7th Avenue lies within the Project's area of indirect effects; the rest of the district lies outside of the entire APE.

Along this section of the SSL, the Project will entail the installation of a second line of track. All construction in this area is confined to the current railroad ROW. The proposed undertaking will entail the removal of the existing single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Indirect effects to the historic district are limited to visual and noise effects, as well as temporary construction impacts. Permanent noise and vibration impacts will be concentrated along the railroad alignment and at-grade crossings, and will be moderate or minimal in scale. Because the south border of the neighborhood is already located adjacent to the tracks, the installation of new tracks with associated catenary and overhead wires will have no adverse effect on this recommended historic district. The location of E. 7th Avenue between the tracks and the neighborhood will eliminate most, if not all need for the temporary re-routing of traffic. No anticipated acquisitions are located within Glen Ryan Park; the nearest acquisition anticipated in the vicinity is located at the intersection of Clay Street and the railroad (south of 7th Avenue), over 600 feet east of the easternmost boundary of the recommended historic district. Construction at this location will likely result in the temporary closure of Clay Street at this juncture, but the street will be re-opened after Project completion. Other temporary effects resulting in construction at this location and along the rail line could include noise and possibly some vibrations and small amounts of atmospheric pollution, none of which will rise to the level of adverse effect. Thus, the Project will have *No Adverse Effect* on the recommended Glen Ryan Park Historic District.

### **3.2 HISTORIC PROPERTIES WITH ADVERSE EFFECTS**

Adverse effects on historic properties are discussed in the following text starting with individually eligible historic properties, followed by effects on historic districts and their contributing resources. Adverse effects to historic properties in the APE are primarily limited to the acquisition and subsequent demolition of historic properties, the majority of which are contributing resources to historic districts. The Build Alternative would result in the acquisition and demolition of 18 historic properties in the APE, resulting in adverse effects to historic properties, all of which are located within Michigan City. Affected properties include individually eligible resources, as well as the Elston Grove Historic District, the Franklin Street Commercial Historic District, and contributing resources to all three historic districts. There would be no adverse effects to the Haskell and Barker Historic District or the recommended DeWolfe's Addition Historic District.

The Build Alternative will also result in the removal of existing street-running tracks, replacement of OCS, addition of new ballasted tracks, high-level platforms, permanent re-routing of traffic, and increased service. Although these changes would have indirect impacts on historic properties in the APE, these components would not compromise the integrity of historic properties in the APE, nor would they rise to the level of an adverse effect.

#### **3.2.1 FIRST CHRISTIAN CHURCH, 1102 CEDAR STREET (091-406-21081)**

Formerly the First Christian Church, this vacant church building (Figure 35 - Figure 36) was constructed c. 1925 in the Spanish Mission Revival style. The building has a rectangular plan with a front parapet gable flanked by twin towers, and transecting parapet gables at the rear (east elevation). A flat-roof, 3-story brick addition was built on the rear of the building c. 1960. Character-defining features include the shaped central parapet; twin towers with cupolas; concrete architraves accenting the center bay doors and windows; and concrete pilasters and entablature engraved with "First Christian Church." The church was rated Outstanding in the

LaPorte County Interim Report of 1989. The church meets Criteria Consideration A for religious properties and is recommended eligible under Criterion C for its architecture. It is also recommended eligible as a contributing resource to the recommended Elston Grove Historic District Boundary Expansion. The church is locally significant for its unusual and exemplary display of the Spanish Mission Revival style, especially as applied to ecclesiastical architecture in northwest Indiana. Though its style is unique for a church in Michigan City, alterations including the non-conforming c. 1960 addition; replacement windows and doors; and damage resulting from a recent fire have affected the building's integrity of design and workmanship. Overall, the building retains its integrity of location, design, setting, workmanship, materials, feeling, and association.

**Figure 35. 1102 Cedar Street (091-406-21081), view northeast.**



**Figure 36. 1102 Cedar Street (091-406-21081), view southeast.**



The church stands on the southeast corner of 11th Street and Cedar Street and faces west. The property is included in a continuous, multi-block section of 10 anticipated acquisitions for the Project. Buildings on these parcels will be demolished, and tracks with associated catenary and overhead wires will be constructed in their place. Due to the anticipated acquisition and demolition of this property, the Project will have an *Adverse Effect* on 1102 Cedar Street.

### **3.2.2 SOUTH SHORE STATION, 114 E. 11TH STREET, MICHIGAN CITY (091-406-21092)**

The South Shore Station (Figure 37), constructed in 1926, is located at 114 E. 11th Street. The Beaux Arts-style station, which is currently vacant, is a two-story rectangular building, three bays wide and constructed of brick faced in glazed terra cotta masonry units on the façade. The South Shore Station is significant under Criterion A as the earliest, if not the only, purpose-built multi-modal transportation facility of the early-twentieth century in LaPorte County. The South Shore Station was a central hub, serving both rail and bus passengers and also handled freight service. The Shore Line Motor Coach Company, which operated out of the Michigan City station, operated 26 routes in northern Indiana, southern Michigan, and Illinois. Further, the station is representative of Samuel Insull's investment in and transformation of the CSS & SB. It is one of two extant early-twentieth century stations of the SSL, both designed by architect and engineer Arthur Gerber. The building is also significant under Criterion C as an example of Gerber's train stations in the greater Chicago area and is indicative of his contemporaneous Beaux Arts designs that remain extant along the Chicago Rapid Transit Line in Evanston, Illinois. Character-defining architectural features are embodied primarily by its façade, which has a pedimented terra cotta parapet with an oculus decorated with a laurel wreath and swags, and is embellished with a heavy molded egg and dart terra cotta cornice, corbels, engaged paneled pilasters, and laurel wreaths.

**Figure 37. South Shore Station, view north across current tracks and catenary towards building façade.**



The South Shore Station's association has been impacted as it is no longer owned by the SSL and is no longer in use. Although all of the fenestration has been replaced on the façade and the building is currently boarded up, the South Shore Station retains its integrity of location, design, setting, materials, workmanship, and feeling. The building retains sufficient integrity to convey its significance under Criteria A and C, and is eligible for individual listing in the NRHP. The building is also a contributing resource to the Franklin Street Commercial Historic District.

The historic South Shore Station building stands on the north side of 11th Street, facing south, and within the Project APE for direct effects. The construction of the double track and raised platform at this location requires an expanded ROW and increased setback of buildings on the north side of 11th Street. The preferred alternative proposes careful removal of the historic façade of the SSL station with its original materials and incorporating the historic façade into a new and enlarged station building. A mixed-use addition and parking structure surrounding the station building would be similar to the design of the station's historic garage and bus depot that was once extant in this location. The new station building would be relocated further north from its current location by approximately 10 feet, and would accommodate a multi-use purpose that includes waiting room, restrooms, and ticket vending machines serving the SSL, thereby partially restoring the historic building's original function.

Efforts to reconstruct the historic Beaux Arts façade of the SSL station as well as the style and the context-sensitive design of the mixed-use building/parking structure will minimize the Project's direct impacts sustained by the historic property. However, the demolition of the great majority of the historic station, in addition to the demolition of its immediate neighbors (1015-1019 Franklin Street, 1010 Franklin Street, and 106 E. 11th Street), the widened roadway, new setback, OCS, and new raised platform, will nonetheless cause a major visual and physically destructive impact to the property, resulting in an overall loss of integrity of design, materials, workmanship, setting,



association, and feeling. The Project will therefore have an *Adverse Effect* on the South Shore Station.

**3.2.3 FIGURE 38. RENDERING OF PROPOSED 11TH STREET/MICHIGAN CITY STATION, VIEW 1116 W. 10TH STREET, MICHIGAN CITY**

According to LaPorte County Assessor data, the dwelling at 1116 W. 10th Street was built in 1937. The building (Figure 39) stands on the south side of W. 10th Street and faces north. The exterior is brick and the roof is covered with asphalt shingles and metal rake trim. The Eclectic-style house exhibits features of the Tudor Revival, Art Moderne, Craftsman, and Minimal Traditional styles. The residence at 1116 W. 10th Street is significant under Criterion C as a rare, possibly locally unique, example of an Eclectic-style dwelling that incorporates an unusual stylistic combination including Tudor Revival, Minimal Traditional, Art Moderne, and Craftsman. All these residential styles were in use locally and across the United States during the pre-World War II era, but they were seldom combined all at once. The dwelling at 1116 W. 10th Street is distinct not only for its blended styles, but for the cohesive and skillful manner in which the design was executed. The building at 1116 W. 10th Street is recommended eligible under Criterion C for individual listing in the NRHP.

**Figure 39. 1116 W. 10th Street, view southwest.**



The residential building stands on a narrow rectangular parcel on the south side of W. 10th Street. The property lies within direct effects APE, and is an anticipated acquisition for the Project. The property at 1116 W. 10th Street lies within a 0.8-mile stretch west of Kentucky Street that comprises several dozen private properties on the south side of W. 10th Street that are anticipated acquisitions. The proposed demolition of this property, along with its neighbors to the east and west, will result in an *Adverse Effect* to the historic residence at 1116 W. 10th Street.

**3.2.4 ELSTON GROVE HISTORIC DISTRICT, MICHIGAN CITY (NR-2331 091-406-18001)**

The primarily residential district is wedge shaped and bound by 11th Street on the south, Michigan Boulevard and 6th Street on the north, and Pine Street (also the east boundary of Franklin Street Commercial Historic District) on the west. The district core comprises part of the original Michigan City town plat from the 1830s, and radiates outwards to include later

development and infill constructed as late as 1965. Buildings in the Elston Grove Historic District (Figure 40 - Figure 42) are mostly residential, with a small number of commercial and public neighborhood establishments also present. As described in the NRHP nomination, the Elston Grove neighborhood contains a mix of modest gable-front houses, Foursquares, bungalows, cottages, and two or three-story apartment buildings constructed in the vernacular or in the Colonial Revival, Italianate, Tudor Revival, Neoclassical, and Art Moderne styles. The district also contains a library and a small number of churches, schools, and businesses.

The Elston Grove Historic District was listed in the NRHP in 2013 under Criterion A for its role in local industry and education, as well as under Criterion C for its exemplary representation of a range of architectural styles and forms. The historic district is identified in the nomination as associated generally with industrial and civic development in the city that spans over a century of progress, rather than attributed to any specific industry, developer, architectural style or form, or historic pattern or event. As such, the district includes a wide range of construction dates and architectural styles, types, and forms that all contribute substantially to the historic built environment of Michigan City from its earliest (extant) development period (1850–1860s) to the late historic period (1960s).

**Figure 40. Elston Grove Historic District: view northeast from Lafayette and 11th Streets. Cross-gabled building at left front (314 Lafayette Street) is an anticipated acquisition.**





**Figure 41. Elston Grove Historic District: view northwest from York and 11th Streets.**



**Figure 42. Elston Grove Historic District: view northwest from Cedar and 11th Streets. All visible buildings are anticipated acquisitions.**



The proposed Project overlaps with the south boundary of the existing district, and parts of the district will be directly affected. Along W. 11th Street, which forms the south border of the district, the proposed undertaking will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Temporary effects will include noise, vibrations, and atmospheric

pollution resulting from the demolition of approximately 23 buildings (contributing and non-contributing resources to the historic district) and the removal and installation of railroad tracks along E. 11th Street. Additionally, at least four streets (Pine, Spring, Lafayette, and Oak) will undergo temporary closure and/or construction near their intersections (north and/or south sides) with 11th Street, which will result in temporary re-routing of traffic. Permanent street closures will take place on Maple, York, Spring, and Pine Streets, resulting in new cul-de-sacs at their juncture with 11th Street (Figure 43).

**Figure 43. Proposed typical cul-de-sac, view south.**



Several blocks of the historic district located along 11th Street lie within the Project's direct effects APE. Sixteen residential properties lining the south side of the district (the north side of E. 11th Street) have been identified as anticipated acquisitions (Figure 40 and Figure 42). The Elston Grove Historic District nomination indicated 10 of these 16 properties are contributing resources to the historic district; all of these anticipated acquisitions will likely be demolished (Table 3).

The anticipated acquisition and probable demolition of 10 contributing resources within the existing historic district boundaries will negatively impact the district's overall integrity of setting and feeling. The historic properties slated for demolition typify the early twentieth century domestic buildings of the Elston Grove neighborhood—wood frame, 1.5 or 2 stories, and front gable or gable-and-wing in form. Located along the historic SSL tracks embedded in 11th Street, these properties also contribute to the district's significance under Criterion A, as they represent the neighborhood's development spurred by local industrial prosperity in the early 1900s and encouraged by the establishment of electric interurbans along Franklin Street (1903) and 11th Street (1908). The loss of these buildings fractures the neighborhood's historic and architectural cohesion, and will considerably alter viewsheds and streetscapes on the south part of the district. It is therefore recommended that the proposed Project will have an *Adverse Effect* on the Elston Grove Historic District.



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Table 3. Contributing Resources to the Elston Grove Historic District with Adverse Effects

Photograph	IHSSI No./NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
	091-406-21082	Apartment Building	328 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
		House (Scherrbaum Residence)	1012 Spring Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
		House	1015 Spring Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
		House (Lubiniecki Residence)	202 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>

**Table 3. Contributing Resources to the Elston Grove Historic District with Adverse Effects**







Photograph	IHSSI No./NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
		House (Hill Residence)	206 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
		House (Isbell Residence)	210 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
		House	218 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
		House (Bibb Residence)	314 Lafayette Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>

Table 3. Contributing Resources to the Elston Grove Historic District with Adverse Effects

Photograph	IHSSI No./NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
		Apartment Building	320-322 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
		House (Vance Residence)	716 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>



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**3.2.5 RECOMMENDED EXPANSION TO ELSTON GROVE HISTORIC DISTRICT, MICHIGAN CITY**

It was recommended that the boundaries of the Elston Grove Historic District be expanded on its south side to include those residential buildings located primarily on the south side of 11th Street between Oak Street on the east (not including the three easternmost parcels, which do not contain historic-age buildings) and Pine Street on the west. The district expansion (Figure 44 - Figure 46) was recommended to extend approximately one block deep, in order to include historic buildings located on York, Cedar, Spring, and Pine Streets. Surveyed buildings that stand within the area identified for this potential expansion were built between c. 1875 and c. 1925. Recommended contributing buildings are wood frame and most frequently vernacular front gabled, cross wing, or bungalows, all forms that are typical and exemplary of the existing Elston Grove Historic District on the north side of 11th Street.

**Figure 44. Elston Grove Historic District Recommended Expansion: view southeast from Spring and 11th Streets. The church (1102 Cedar Street) is an anticipated acquisition.**



**Figure 45. Elston Grove Historic District Recommended Expansion: view southwest from Cedar and 11th Streets. The house in the middle (321 E. 11th Street) is an anticipated acquisition.**



**Figure 46. Elston Grove Historic District Recommended Expansion: view southeast from Pine and 11th Streets.**



The proposed Project overlaps with the recommended expansion, and parts of the recommended historic district expansion will be directly affected. Along W. 11th Street, which runs along the north side of the expansion area, the proposed undertaking will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires on an altered alignment. Temporary effects will include noise, vibrations, and atmospheric pollution resulting from the demolition of approximately 23 buildings and the removal and installation of railroad tracks along E. 11th Street. Additionally, at least four streets (Pine, Spring, Lafayette, and Oak) will undergo temporary closing and/or construction near their intersections (north and/or south sides) with 11th Street, which will result in temporary re-routing.

Within the area south of 11th Street recommended for inclusion to the Elston Grove Historic District, eight residential properties and one church (Figure 44 and Figure 45) have been identified as anticipated acquisitions for the Project. Located contiguously along the south side of 11th Street between York Street and the west side of Cedar Street, all nine of these properties would be considered contributing resources to the recommended expansion of the historic district. All anticipated acquisitions will likely be demolished.

The anticipated acquisition and probable demolition of nine historic residential properties within the recommended historic district boundaries will negatively impact the expansion area's overall integrity of setting and feeling. The historic residences slated for probable demolition typify the early twentieth century domestic type of the Elston Grove neighborhood—wood frame, 1.5 or 2 stories, and front gable or gable-and-wing in form, as well as brick bungalows. Located along the historic SSL tracks embedded in 11th Street, these homes also contribute to the district's significance under Criterion A, as they represent the neighborhood's development spurred by local industrial prosperity in the early 1900s and encouraged by the establishment of electric interurbans along Franklin Street (1903) and 11th Street (1908). The loss of these buildings fractures the neighborhood's historic and architectural cohesion, and will considerably alter viewsheds and streetscapes on the south part of the district. It is therefore recommended that the proposed Project will have an *Adverse Effect* on the Recommended Expansion to the Elston Grove Historic District.




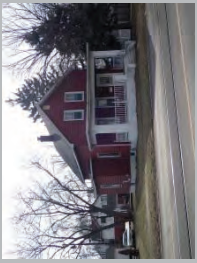
### **3.2.5.1 CONTRIBUTING RESOURCES TO THE RECOMMENDED EXPANSION OF ELSTON GROVE HISTORIC DISTRICT, MICHIGAN CITY**

The following properties assessed individually below are grouped together based on their shared historic and geographical identity within the recommended expansion to the Elston Grove Historic District in Michigan City. The Project was found to have an *Adverse Effect* both on the existing historic district and the recommended expansion, as well as an *Adverse Effect* on nine contributing resources to the district, including all three individually surveyed properties evaluated as contributing resources (Table 4).



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Table 4. Contributing Resources to the Recommended Expansion of the Elston Grove Historic District with Adverse Effects

Photograph	IHSSI No./NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
		House	319 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
		House	321 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
		House	501 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
		House	509 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>

**Table 4. Contributing Resources to the Recommended Expansion of the Elston Grove Historic District with Adverse Effects**





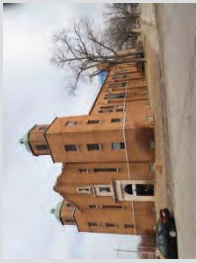
Photograph	IHSSI No./NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
		House	513 E. 11 Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
		House	517 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
		House	523 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
	091-406-21080	House	505 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>

Table 4. Contributing Resources to the Recommended Expansion of the Elston Grove Historic District with Adverse Effects

Photograph	IHSSI No./NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
	091-406-21081	First Christian Church	1102 Cedar Street, Michigan City	LaPorte	Recommended individually eligible and as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>



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**3.2.5.1.1 505 E. 11th Street (091-406-21080)**

Built c. 1870, the 1.5-story dwelling (Figure 47) has an L-plan and rests on a raised brick foundation with recessed lights. Character-defining features include a raised front porch extending the full width of the ell; a central brick chimney; and the dwelling's immediate proximity to dwellings of the same era and style. The dwelling at 505 11th Street was rated Notable in 1989 for its architectural significance. Due to the loss of its historic material and design elements, including wood siding, original wood porch with turned balustrade, and wood architraves, the building does not convey individual architectural significance; however, the dwelling retains sufficient integrity of design, setting, feeling, and association to remain Eligible as a Contributing property to the recommended expansion of the Elston Grove Historic District.

**Figure 47. 505 11th Street (091-406-21080), view southwest.**



The dwelling stands on the south side of 11th Street and faces north. The property is included in a row of six anticipated acquisitions for the Project. Buildings on these parcels will be demolished, and tracks with associated catenary and overhead wires will be constructed in their place. Due to the anticipated acquisition of this property, the Project will have an *Adverse Effect* on 505 11th Street.

**3.2.6 FRANKLIN STREET COMMERCIAL HISTORIC DISTRICT, MICHIGAN CITY (NR-2339, 091-406-16001)**

Franklin Street Commercial Historic District, bound by 4th Street on the north, Franklin Street on the west, 11th Street on the south, and Pine Street on the east, is also bordered by Elston Grove Historic District on the east and Haskell and Barker Historic District on the west. Franklin Street Commercial Historic District (Figure 48 - Figure 50) is primarily commercial in character, with some residential, religious, and civic properties included as well. Many of the surveyed properties in the Franklin Street district, all lying south of 10th Street, are now parking lots or vacant parcels. The Franklin Street Commercial Historic District was listed in the NRHP in 2013 under Criterion A

for its role in local commerce, as well as under Criterion C for its exemplary collection of commercial and residential buildings built in a variety of styles that include predominantly Italianate and Colonial Revival. The district constitutes part of Michigan City's original plat. The period of significance for the district was identified in the nomination form as 1867–1963.

**Figure 48. Franklin Street Commercial Historic District: view west from intersection of Pine and 11th Streets.**



**Figure 49. Franklin Street Commercial Historic District: view east along 11th Street from Pine Street. 11th Street Station and 106 E. 11th Street (anticipated acquisition) visible on the far left.**



**Figure 50. Franklin Street Commercial Historic District: view northwest towards 1015-1019 Franklin Street (two-part brick building - anticipated acquisition).**




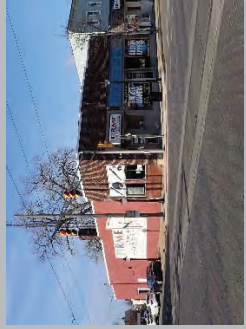




The proposed Project overlaps with the Franklin Street Commercial Historic District, parts of which are located within the direct effects APE. Along W. 11th Street, which runs through the southern part of the historic district, the proposed Project will entail the removal of the existing embedded, street-running single track, catenary, and overhead wires, and the installation of two new tracks with associated catenary and overhead wires. Temporary effects will include noise, vibrations, and atmospheric pollution resulting from the demolition of buildings and the removal and installation of railroad tracks along E. 11th Street.

Nine properties in the current district, located on the north side of E. 11th Street, have been identified as anticipated acquisitions and/or demolitions. Of these nine properties, six are listed as contributing resources to the district (Table 5). One of these, the South Shore Station, is addressed separately in this section as it is also individually eligible for listing in the NRHP (3.2.2, South Shore Station).

The anticipated acquisition and probable demolition of these six contributing resources will negatively impact the district's overall integrity of setting, association, and feeling. The six contributing resources are a representative sampling of the overall architectural stock of the Franklin Street Commercial Historic District. The historic residence (121 E. 10th Street) slated for probable demolition typifies the early twentieth century domestic type present in small numbers in the Franklin Street neighborhood—wood frame, 2 stories, and front gable or gable-and-wing in form. The three brick commercial buildings represent both the early period of commercial architecture along Franklin Street (1010 Franklin Street, built c. 1880) as well as the early twentieth century period of industry-driven prosperity (1015-19 Franklin Street and 106 E. 11th Street, both built c. 1925). Finally, the South Shore Station is critical to the historic district's character as the urban center at which commerce, industry, communication, and transportation converged. Located along the historic SSL tracks embedded in 11th Street, these district properties represent the neighborhood's development spurred by local industrial prosperity in the early 1900s and encouraged by the establishment of electric interurbans along Franklin Street (1903) and 11th Street (1908). The loss of these buildings fractures the neighborhood's historic and architectural cohesion, and will alter viewsheds and streetscapes on the south part of the district. Therefore, the proposed Project will have an *Adverse Effect* on the Franklin Street Commercial Historic District.

Table 5. Contributing Resources to the Franklin Street Commercial Historic District with Adverse Effects

Photograph	IHSSI No./ NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
		Commercial Building	1010 Franklin Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
		Commercial Building (Inca Properties LLC)	1015 Franklin Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
		Commercial Building (Inca Properties LLC)	1019 Franklin Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
		Commercial Building (Andrea Italian Kitchen/Dough Boys/Cool Runnings Jamaican Restaurant)	106 E. 11th Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>

**Table 5. Contributing Resources to the Franklin Street Commercial Historic District with Adverse Effects**

Photograph	IHSSI No./ NRHP No.	Property Name	Address	County	NRHP Status	Assessment of Effect
		House	121 E. 10th Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
	091-406- 21092	South Shore Station	114 E. 11th Street, Michigan City	LaPorte	Individually Eligible; Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>

### 3.3 SUMMARY OF PROJECT EFFECTS

Overall, the Project will have an adverse effect on 29 historic properties in the APE. The Project's adverse effects are typically related to acquisition/demolition and/or visual impacts. FTA and NICTD will continue to consult with the Project's consulting parties in order to avoid, minimize, or mitigate the adverse effects of the Project.

**Table 6. Historic Properties in the APE with Adverse Effects.**

<b>Name</b>	<b>IHSSI/NR No.</b>	<b>Address</b>	<b>County</b>	<b>NRHP Eligibility</b>	<b>Assessment of Effect</b>
Elston Grove Historic District	091-406-18001/NR-2331	N/A	LaPorte	Listed	<b>Adverse Effect</b>
Apartment Building	091-406-21082	328 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
House (Scherrbaum Residence)		1012 Spring Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
House		1015 Spring Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
House (Lubiniecki Residence)		202 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
House (Hill Residence)		206 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
House (Isbell Residence)		210 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
House		218 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
House (Bibb Residence)		314 Lafayette Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>



*Draft Assessment of Effects for the NICTD Double Track NWI Project,  
Michigan City to Gary, Indiana*

<b>Name</b>	<b>IHSSI/NR No.</b>	<b>Address</b>	<b>County</b>	<b>NRHP Eligibility</b>	<b>Assessment of Effect</b>
Apartment Building		320-322 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
House (Vance Residence)		716 E. 11th Street, Michigan City	LaPorte	Contributing resource to Elston Grove Historic District	<b>Adverse Effect</b>
Elston Grove Historic District Boundary Expansion		n/a	LaPorte	Recommended eligible	<b>Adverse Effect</b>
House		319 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
House		321 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
House		501 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
House		509 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
House		513 E. 11 Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
House		517 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
House		523 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>

*Draft Assessment of Effects for the NICTD Double Track NWI Project,  
Michigan City to Gary, Indiana*

<b>Name</b>	<b>IHSSI/NR No.</b>	<b>Address</b>	<b>County</b>	<b>NRHP Eligibility</b>	<b>Assessment of Effect</b>
House	091-406-21080	505 E. 11th Street, Michigan City	LaPorte	Recommended eligible as contributing resource to recommended Elston Grove Historic District Expansion	<b>Adverse Effect</b>
First Christian Church	091-406-21081	1102 Cedar Street, Michigan City	LaPorte	Recommended eligible; contributing resource to recommended Elston Grove boundary expansion	<b>Adverse Effect</b>
Franklin Street Commercial Historic District	091-406-16001/NR-2339	N/A	LaPorte	Listed	<b>Adverse Effect</b>
Commercial Building		1010 Franklin Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
Commercial Building (Inca Properties LLC)		1015 Franklin Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
Commercial Building (Inca Properties LLC)		1019 Franklin Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
Commercial Building (Andrea Italian Kitchen/Dough Boys/Cool Runnings Jamaican Restaurant)		106 E. 11th Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
House		121 E. 10th Street, Michigan City	LaPorte	Contributing resource to Franklin Street Commercial Historic District	<b>Adverse Effect</b>
South Shore Station	091-406-21092	114 E. 11th Street, Michigan City	LaPorte	Recommended Individually Eligible/Contributing resource to the Franklin Street Commercial Historic District	<b>Adverse Effect</b>
House		1116 W. 10th Street, Michigan City	LaPorte	Recommended Individually Eligible	<b>Adverse Effect</b>

#### **4.0 SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS**

Section 106 consultation with interested parties was initiated by FTA in December 2016. Fifty-eight individuals, organizations, government officials, and Native American tribes with a demonstrated interest in the Project were invited to participate in the Section 106 process as consulting parties. Of these, 20 accepted the invitation to participate (see Appendix B for a list). NICTD, FTA, and the project consultants met with SHPO in February 2017 to introduce the project team and discuss the Project and preliminary results of the architectural survey that were completed to date. In May 2017, property owners of historic properties that may be affected by the project were also invited to participate as consulting parties. Of the 23 invitations extended, none were accepted.

A conference call for consulting parties was held on April 26, 2017 to discuss the proposed Project, provide an overview of the Section 106 process, provide preliminary results from the HPRs, and answer any questions. Draft Historic Property Reports (HPR) for LaPorte, Porter, and Lake Counties were provided to the consulting parties for review and comment. Submittal of the HPRs was followed up by a guided tour of the project area for consulting parties on May 11, 2017. A second conference call was held on June 8, 2017 to discuss comments received on the HPRs.

Two consulting parties, including the SHPO, provided comments on the HPRs. The SHPO concurred with the findings of the HPRs with the exception of the recommended boundary expansion of the Elston Grove Historic District and Bill's Body Shop. The SHPO also felt the First Christian Church was individually eligible for listing in the NRHP and that a former filling station at 1004 Kentucky Street was eligible for listing in the NRHP. FTA concurred with these recommendations with the exception of the recommended boundary expansion. FTA continued to consult with the SHPO on the district and provided additional information regarding the eligibility of the district. After their review, the SHPO concurred that the boundary expansion for the Elston Grove Historic District is eligible for the purpose of Section 106 consultation. As a result, the HPRs have been revised accordingly. Bob Harris, a property owner in the APE and consulting party, disagreed with the recommendation that the South Shore Line is not eligible for listing in the NRHP.

As a result of the adverse effects of the Project, the FTA will continue to consult with the SPHO and the other consulting parties to develop a Memorandum of Agreement in order to minimize or mitigate the adverse effects.