

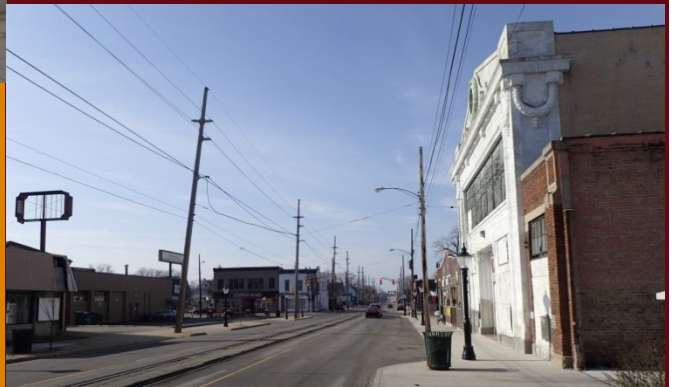


Final Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana

Segment 1 of 3, LaPorte County

LaPorte County, IN
DHPA No. 19318

August 15, 2017



Final Historic Property Report for the NICTD Double Track NWI Project; Segment 1 of 3, LaPorte County

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
IHSSI	Indiana Historic Sites and Structures Inventory
INDOT-CRO	Indiana Department of Transportation's Cultural Resources Office
MC	Michigan City
MCPL	Michigan City Public Library
MP	Milepost
MPDF	Multiple Property Documentation Form
NHPA	National Historic Preservation Act
NICTD	Northern Indiana Commuter Transportation District
NRHP	National Register of Historic Places
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

1.0 ABSTRACT

The Northern Indiana Commuter Transportation District (NICTD), on behalf of the Federal Transit Administration (FTA), contracted HDR to conduct cultural resources investigations for Double Track Northwest Indiana (DT-NWI), (the proposed Project) located along the South Shore Commuter Rail Line for approximately 26.6 miles between Michigan City and Gary, Indiana.

This full historic property report presents the results of a survey and National Register of Historic Places (NRHP) eligibility evaluation of architectural resources (buildings, structures, districts, and objects) within the area of potential effects (APE). For this investigation, the APE has two components: the APE for direct effects (direct APE), which includes the construction footprint, and the APE for indirect effects (indirect APE), which includes anticipated indirect effects such as noise, vibration, visibility, and street closures and detours.

This investigation was completed to assist FTA in meeting its regulatory obligations under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The investigation was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* and guidelines established by the Indiana Department of Transportation's Cultural Resources Office (INDOT-CRO) and the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology (DHPA), which serves as the Indiana State Historic Preservation Office (SHPO).

Due to the large size of the Project area (approximately 26.6 miles), fieldwork and evaluations will be divided among three historic property reports, each covering roughly one-third of the Project APE from east to west. This report, the first in a series of three, covers all built resources constructed in 1969 or earlier in LaPorte County. The two subsequent reports evaluating resources in Porter and Lake Counties will be submitted with relevant historic contexts, maps, and photographs at a later date to be determined.

HDR staff conducted a review of records on file at the DHPA on August 11–12, 2016, to identify any previously identified historic properties within the APE in LaPorte County. These include three NRHP-listed historic districts—the Elston Grove (NR-2331), Haskell and Barker (NR-2355), and Franklin Street Commercial (NR-2339) Historic Districts. All three historic districts are located within the Project APE in Michigan City. Twenty-two individual architectural resources in the LaPorte County APE were previously recommended eligible individually or as contributing to potential or existing historic districts; 18 of these were re-evaluated for NRHP eligibility. Survey fieldwork for LaPorte County was conducted February 6–10, 2017. The survey was conducted entirely from the public right-of-way (ROW). This report provides the results of the survey and NRHP eligibility evaluations.

In total, 324 architectural resources in the LaPorte County Project APE were surveyed and evaluated for NRHP eligibility. Most surveyed properties were historically residential in nature, and all properties were located in Michigan City. Commercial, religious, and industrial properties were also surveyed in Michigan City.

Fourteen resources within the APE in LaPorte County are recommended eligible for listing in the NRHP; seven as individually eligible and seven as contributing resources to an existing or recommended historic district. Of these 14 resources, 12 were previously recommended eligible as part of the IHSSI. One new historic district is recommended eligible (DeWolfe's Addition Historic District), and one expansion to an existing NRHP-listed district (Elston Grove Historic District) is recommended.

2.0 INTRODUCTION

2.1 PROJECT DESCRIPTION

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

NICTD operates the electrically powered interurban commuter South Shore Line (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 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 exists 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 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.

2.2 SETTING

The setting of the approximately 26.6-mile-long Project corridor is diverse (Figure 1). The Project corridor is flanked by the urban-industrial centers of Gary and Michigan City on the west and east, respectively, and the center comprises thousands of acres of federally and state preserved nature lands interspersed with large industrial sites, residential communities, and commercial highway-oriented establishments.

Gary and Michigan City were both urban centers founded on an industrial economy, and as such contain both densely arranged residential parcels and vast lots occupied by manufactories and plants historically associated with steel, energy, and the railroads. Steel mills figure prominently particularly in Lake County, and are represented by multiple companies operating in Gary, Burns Harbor, and Portage. Smoke stacks, freight lines, factories, and warehouses characterize these industrial sites. In addition to the urban-residential centers that have developed around industrial plants in Gary and Michigan City, smaller residential communities have sprouted up in the last century along the lakeshore and dunelands of Lake Michigan's South Shore. These typically middle class enclaves have historically been recreationally and seasonally oriented, and are characterized by modest cottages, Ranch homes, and bungalows on suburban-style lots. The communities are connected most directly by the Dunes Highway, or U.S. Highway 12 (U.S. 12),

which bisects the full extent of the Project area along an east-west alignment and runs parallel to the SSL. Commercial establishments including gas stations, convenience stores, motels, and miscellaneous shops and businesses are sporadically located along U.S. 12.

The Project area also crosses through the preserved lands of the Indiana Dunes State Park and Indiana Dunes National Lakeshore (on existing NICTD ROW), which comprise over 15,000 acres of dense forested, beach, and dune acreage. Many miles of the Project area stretch along undeveloped acreage shrouded with mature evergreen and deciduous forests, sandy dunes, and the lakeshore.

The natural setting of the Project area is gently rolling in topography, with relief most dramatically represented by sand dunes located along the lakeshore. Low-lying, marshy areas are also present. The soil throughout the region is typically sandy. Beaches along the lakeshore recede into wooded and brushy areas. Multiple creeks, lakes, and other waterways run through the Project area, most notably the East Arm of the Calumet River, which crosses the South Shore Line just west of Burns Harbor, and Dunes Creek, which extends along several branches on the National Lakeshore.

2.3 AREA OF POTENTIAL EFFECTS

The 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 first step in assessing historic properties potentially affected by an undertaking is to define the APE. The APE is a delineation of the farthest extent of the area in which historic properties may be affected by any Project effect. The APE for architectural and archeological resources was developed in consultation with SHPO staff. Comments on the APE have also been solicited from potential 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, current data indicates the National Park Service Indiana Dunes National Lakeshore boundary overlaps with the NICTD ROW (NPS 2017); the National Park Service has been continually coordinated with and consulted with 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 some 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.

Due to the large size of the Project area, fieldwork and evaluations will be divided among three Historic Property Reports, each covering roughly one-third of the Project APE from east to west. In consideration of the 2019 construction date for the Project, the reports will include those resources in the APE constructed in 1969 or earlier. This report, the first of the series of three, covers all built resources constructed in 1969 or earlier in LaPorte County. All resources in the APE in LaPorte County are located in Michigan City (Figure 2-Figure 11). In addition to this report, photographs and maps will be submitted to the Indiana SHPO. The two subsequent reports, which evaluate resources in Porter and Lake Counties, will be submitted at a later date (SHPO has agreed with the schedule).

2.4 SURVEY PERSONNEL

HDR architectural historians Jeanne Barnes, Kristin Morgan, Alexandra Kosik, and Diana Garnett completed fieldwork and conducted research at local repositories February 6–10, 2017. HDR staff conducted archival and online research, compiled survey results, and developed NRHP eligibility evaluations to produce this report. All staff historians meet the Secretary of the Interior’s Professional Qualification Standards for Architectural History.

Figure 1. Project location map.

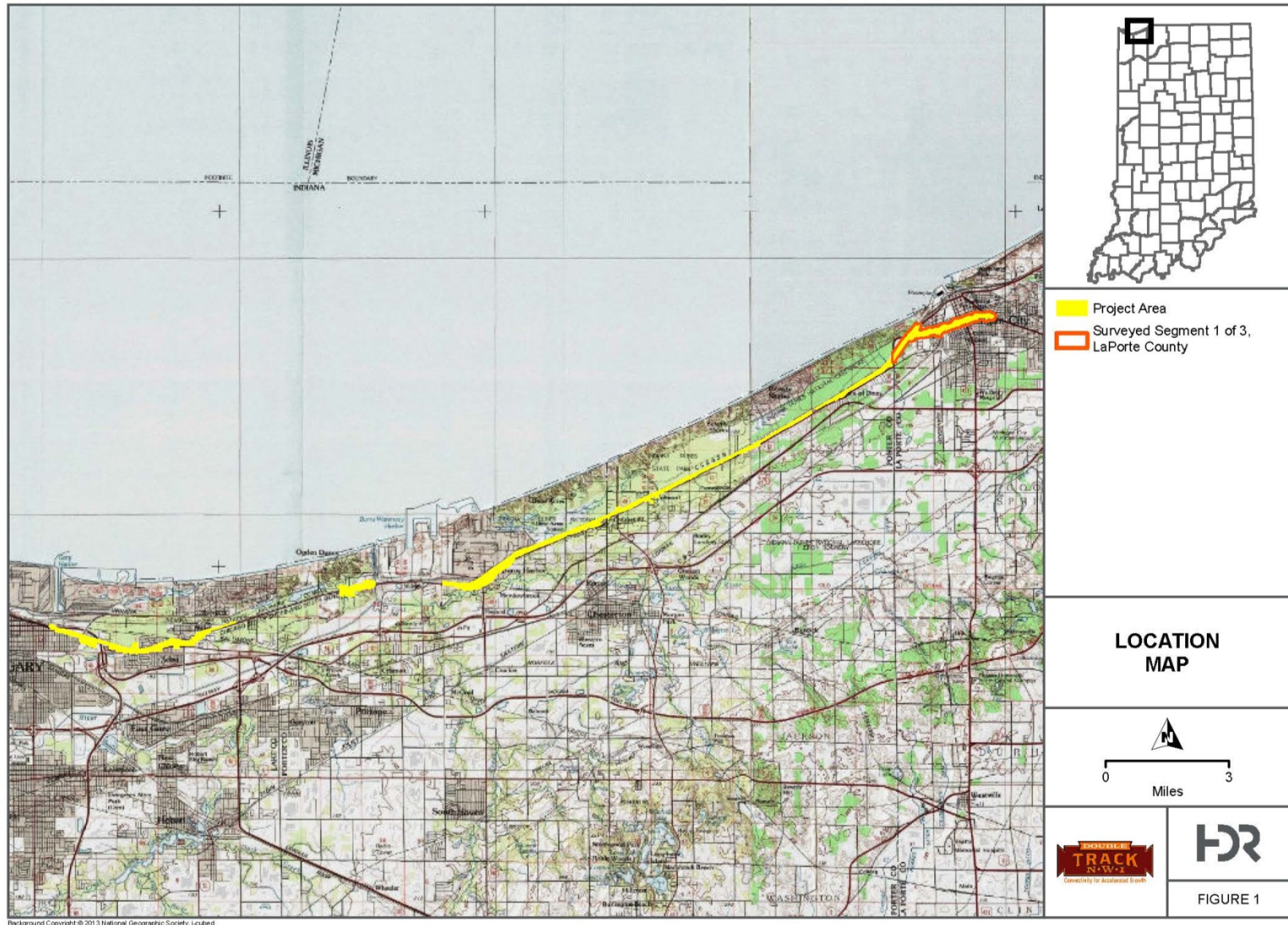


Figure 2. APE in LaPorte County (map 1 of 10).



Figure 3. APE in LaPorte County (map 2 of 10).

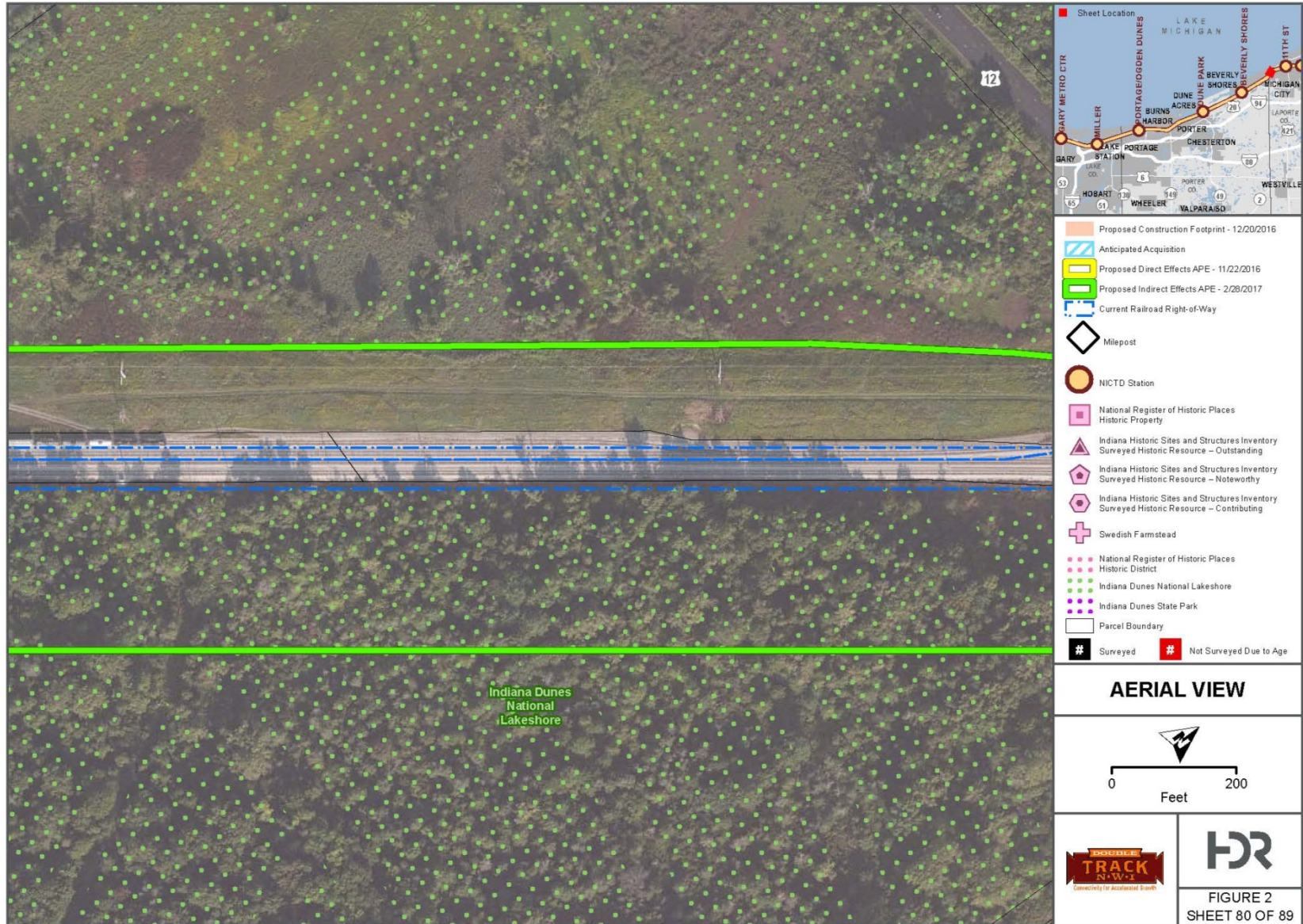


Figure 4. APE in LaPorte County (map 3 of 10).

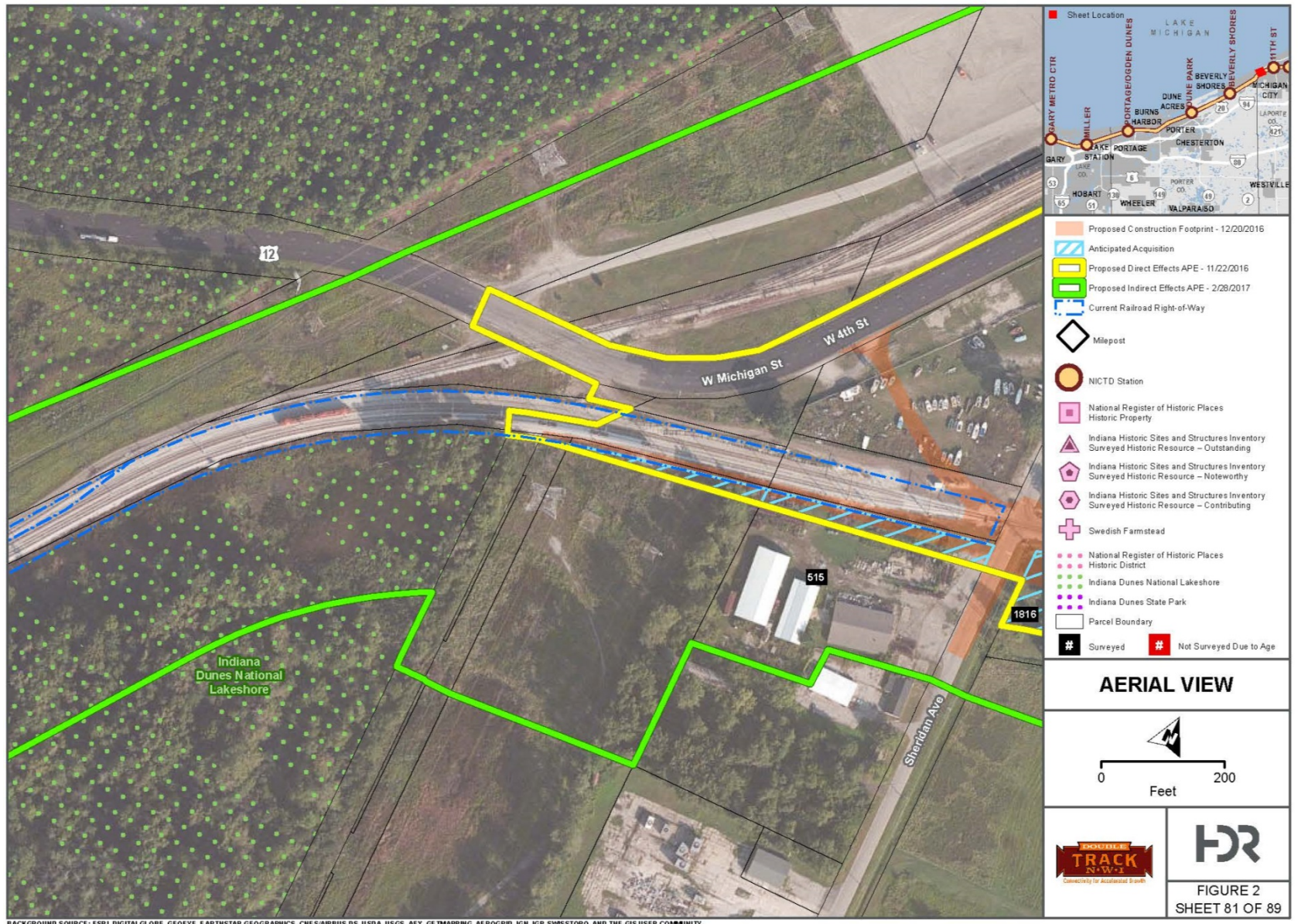


Figure 5. APE in LaPorte County (map 4 of 10).

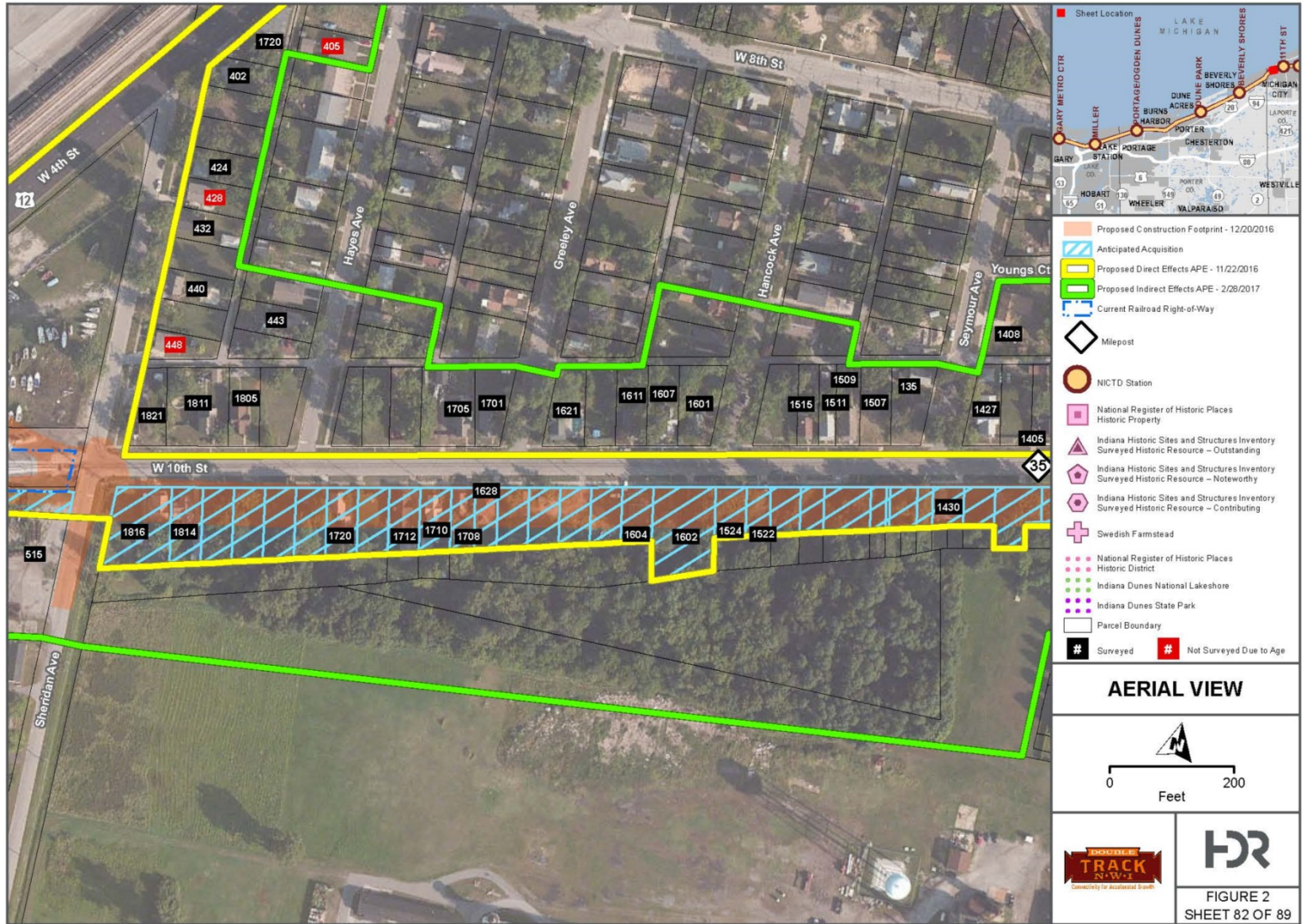


Figure 6. APE in LaPorte County (map 5 of 10).

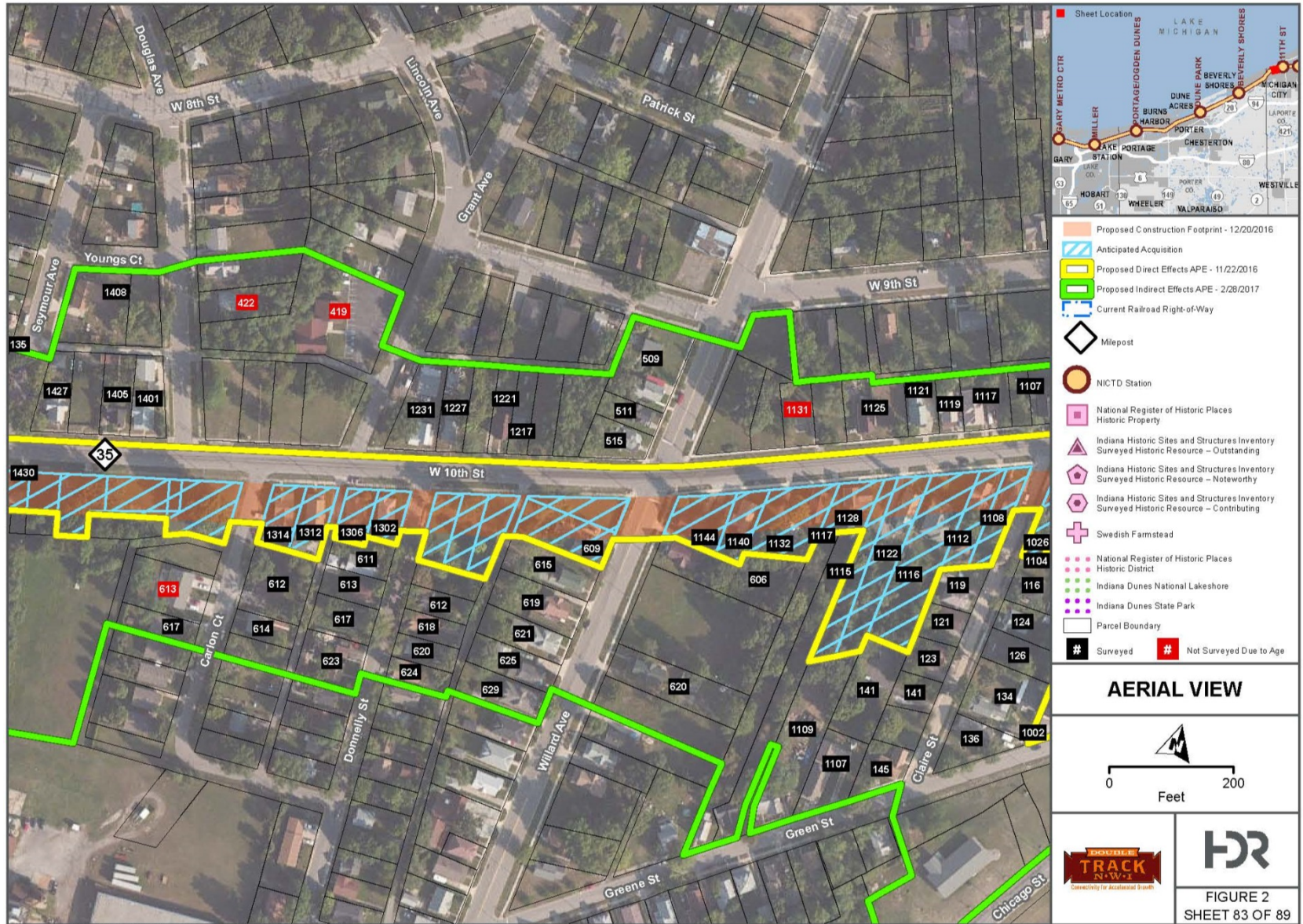


Figure 7. APE in LaPorte County (map 6 of 10).

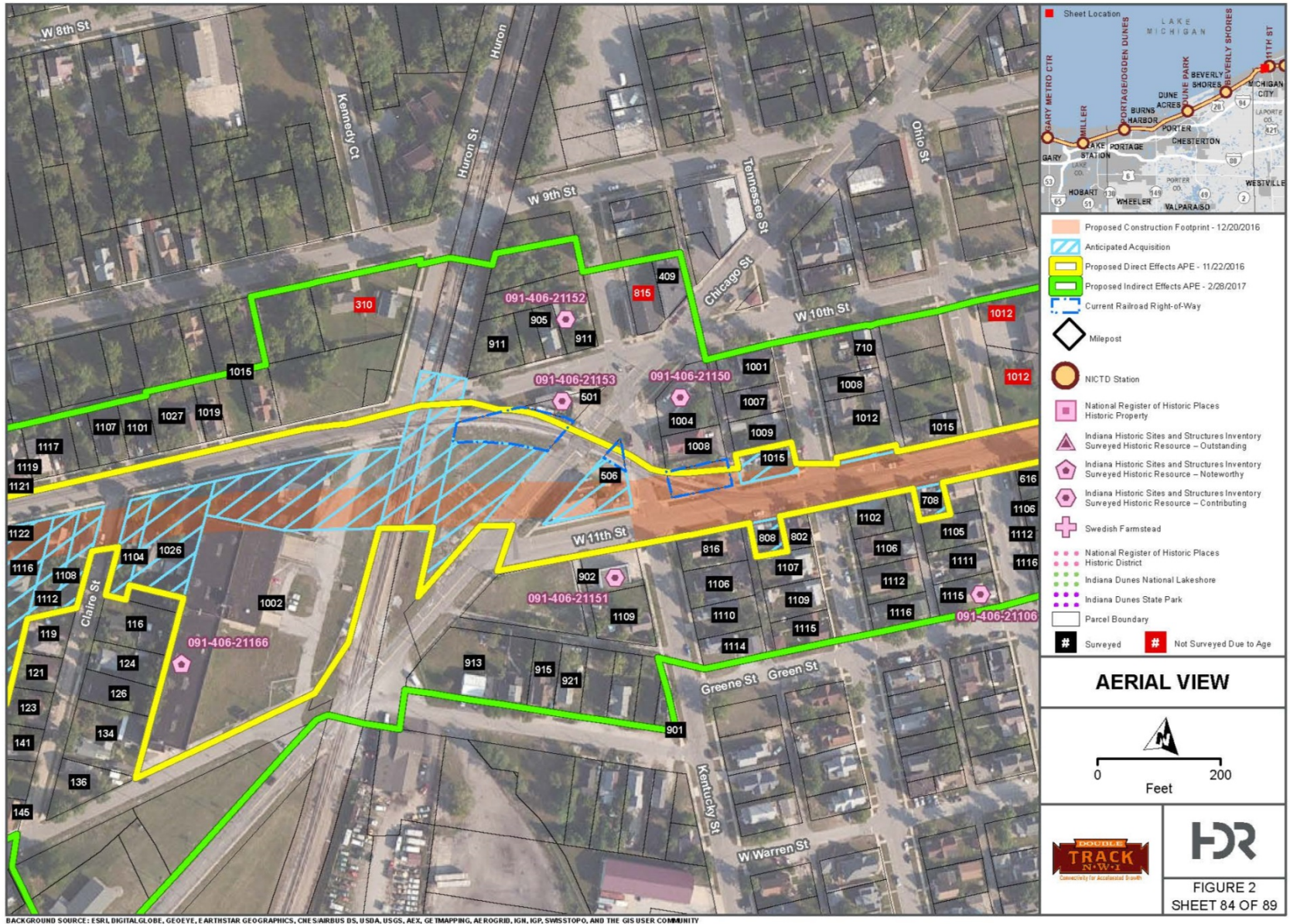


Figure 8. APE in LaPorte County (map 7 of 10).

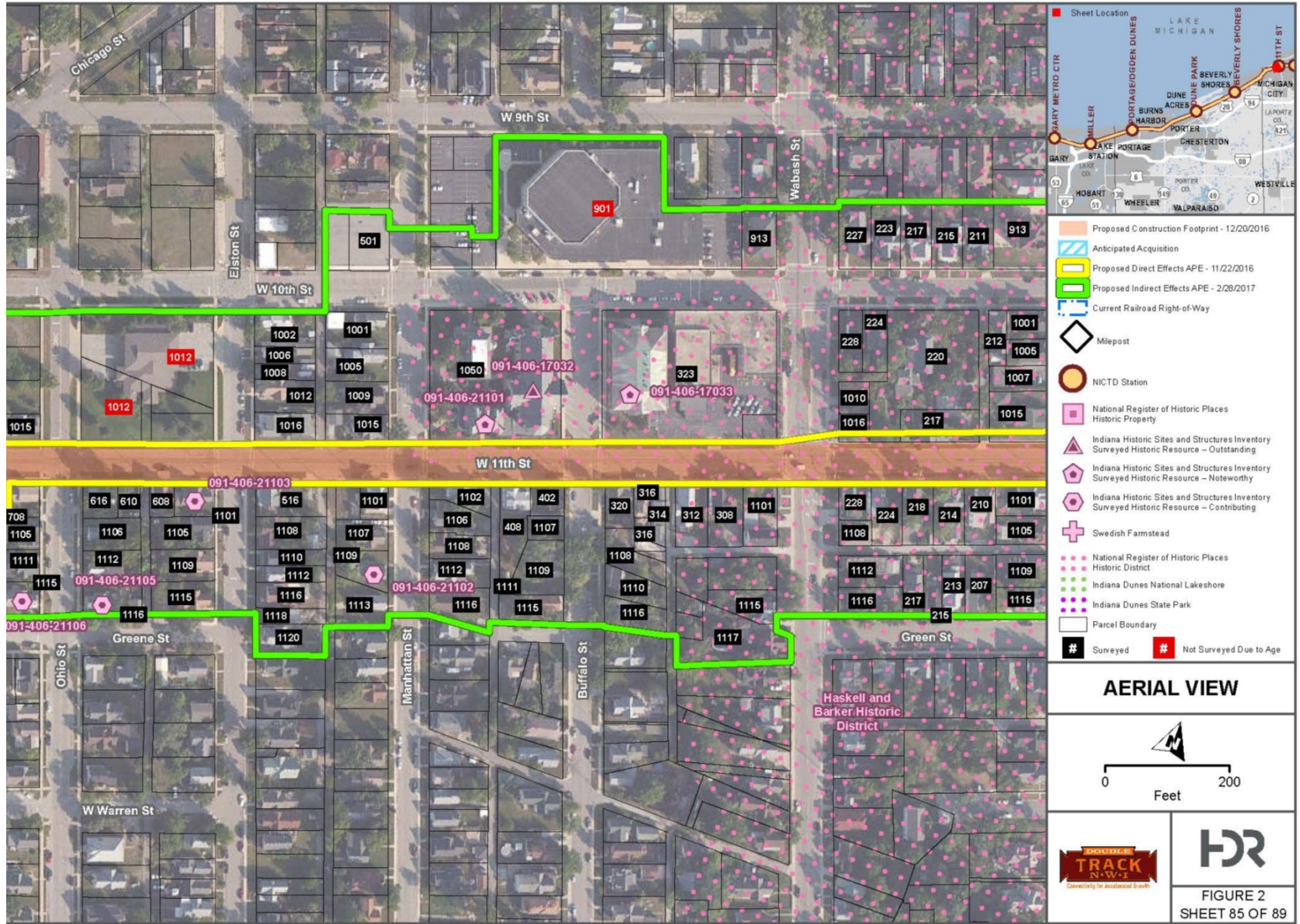


Figure 9. APE in LaPorte County (map 8 of 10).

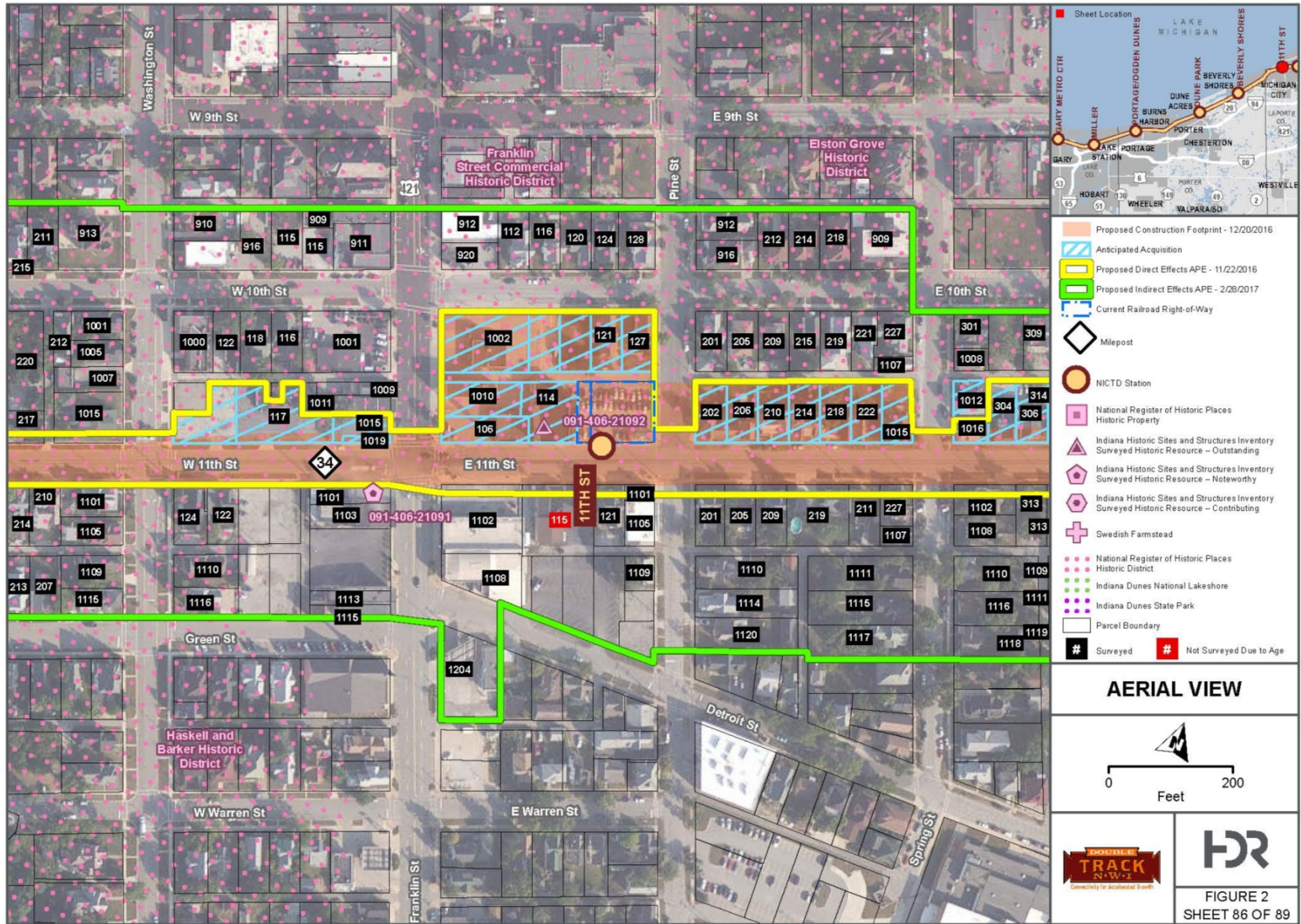


Figure 10. APE in LaPorte County (map 9 of 10).

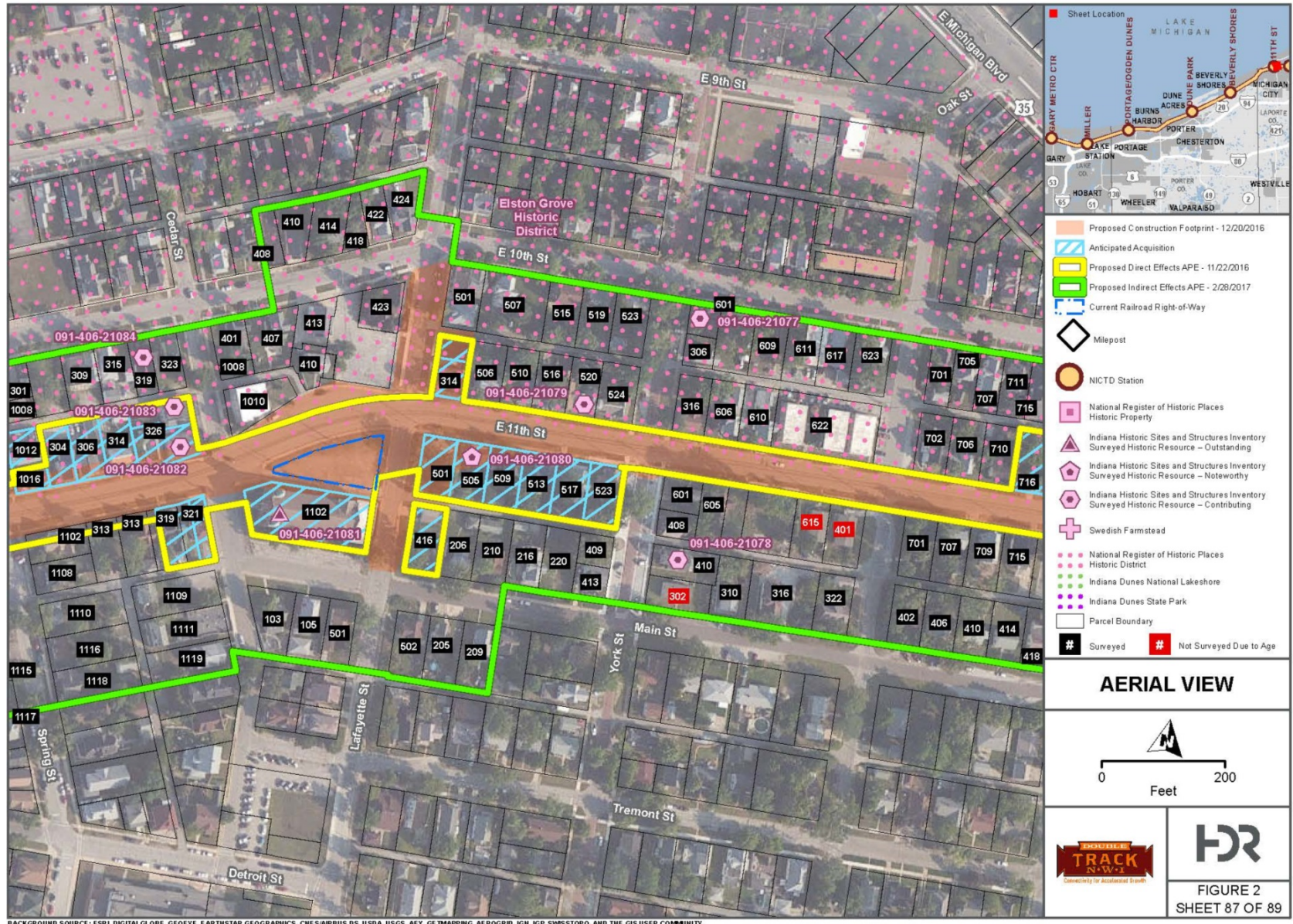
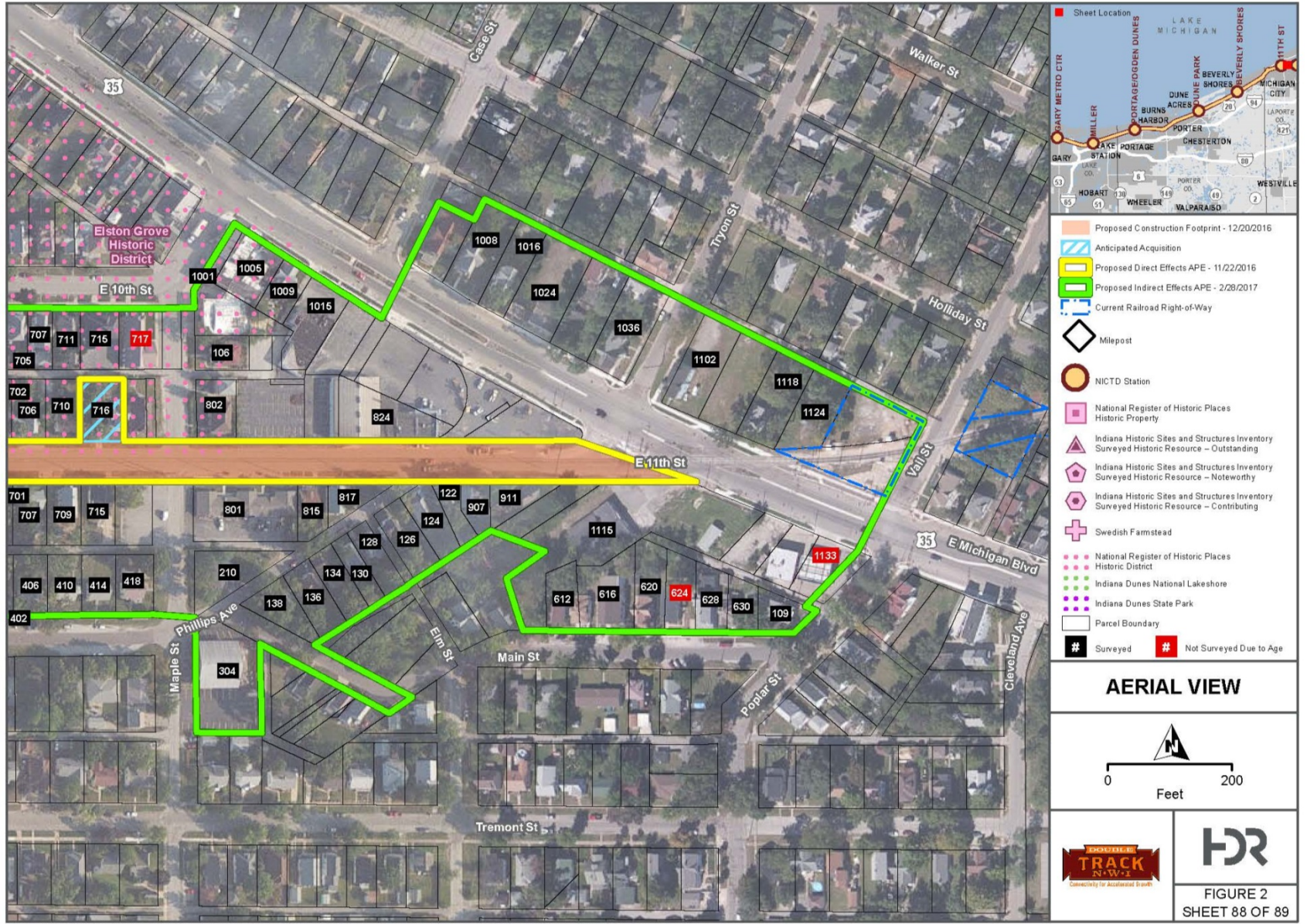


Figure 11. APE in LaPorte County (map 10 of 10).



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3.0 LITERATURE REVIEW

HDR staff conducted background research at 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 patterns of community and industrial development in order to establish significance standards by which to evaluate surveyed resources. This section provides the results of the background research, a list of known architectural properties within the APE, and a historic context for the surveyed area.

Written resources especially critical to formulating survey methodology and a historic context include the three 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); *South Shore: The Last Interurban* by William Middleton (1970); *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).

The *LaPorte County Interim Report* was completed as part of the statewide Indiana Historic Sites and Structures Inventory (IHSSI). The report, in keeping with the IHSSI standards, organized LaPorte County's historic built resources into the townships, then further subdivided them into identified potential districts or areas of "Scattered Sites." The entirety of the area surveyed for this report (Part I of III) is located in Michigan Township, specifically in Michigan City. The majority of previously surveyed resources lying within the Project APE were identified in the Interim Report as located within "Michigan City Scattered Sites (21029-119)." In addition to referencing the location, rating, and areas of significance identified by the IHSSI for surveyed resources, HDR staff consulted the "History and Architecture" section written by Ann C. Davis. Of particular pertinence to the DT-NWI Project area was Davis' description of the gable-front, gabled ell, bungalow, and foursquare house forms, as well as the Gothic Revival, Italianate, Colonial Revival, Bungalow, Neoclassical, and Art Deco architectural styles, all of which occur with varying degrees of frequency in the APE.

The three NRHP nominations written by Kurt West Garner for Elston Grove, Haskell and Barker, and Franklin Street Commercial Historic Districts, supplied survey staff with an overall chronology and geography of historic commercial and residential development in Michigan City. The historic contexts in the nomination forms informed researchers of the significant historic themes and related buildings in Michigan City, provided specific names of individuals and businesses, and estimated or provided exact dates of construction associated with buildings in the survey area.

MCPL's "Timeline of Michigan City" provided a chronological framework for the development of Michigan City and the vicinity. The timeline complemented additional more thorough historic sources such as Oglesbee's *History of Michigan City*, Manaher's *A Pictorial History of Michigan City*, and miscellaneous newspaper and magazine articles in MCPL's vertical files.

Additionally, historic maps were essential to understanding the development of neighborhoods and districts within Michigan City. Of special note were the *Bird's Eye Map of Michigan City* from 1872 and Sanborn Fire Insurance maps from 1884, 1889, 1899, 1905, 1912, 1922, 1929, and 1936. These were compared and analyzed to identify dates of construction, patterns of building development, and changes in street names. A complete list of these resources is provided in Section 7, the References Cited.

3.1 PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES

A review of records at DHPA and a SHAARD records search revealed 28 previously recorded architectural resources in the Project APE in LaPorte County (Table 1).

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Table 1. Previously recorded resources within the APE in LaPorte County.

IHSSI/ NRHP #	IHSSI/NR Rating	Resource	Address	Date Recorded	County	Construction Date
091-406-17001/ NR-2355	NRHP Listed	Haskell and Barker Historic District	Washington and Wabash Streets between 4th and Homer Streets	2014	LaPorte	1860-1958
091-406-16001/ NR-2339	NRHP Listed	Franklin Street Commercial Historic District	Bounded by Pine Street on the east, 4th Street on the north, 11th Street on the south, and the alley between Franklin and Washington Streets on the west MC	2013	LaPorte	1867-1963
091-406-17032	Outstanding	Saint Mary's of the Immaculate Conception Catholic Church	406 10th Street, MC	1988	LaPorte	1868
091-406-17033	Notable	Saint Mary's School	318 W. 10th Street, MC	1988	LaPorte	1886; 1932
091-406-17034	Non-contributing	Marquette High School	300 W. 10th Street, MC	1988	LaPorte	1954
091-406-18001/ NR-2331	NRHP Listed	Elston Grove Historic District	Bounded by Michigan Boulevard, 11th Street, Pine Street, and 6th Street, MC	2013	LaPorte	c. 1860-1965
091-406-21077	Contributing	House	601 10th Street, MC	1989	LaPorte	c. 1860
091-406-21078	Contributing	House	410 York Street, MC	1989	LaPorte	c. 1880
091-406-21079	Contributing	House	520 11th Street, MC	1989	LaPorte	c. 1870
091-406-21080	Notable	House	505 E. 11th Street, MC	1989	LaPorte	c. 1870
091-406-21081	Outstanding	First Christian Church	1102 Cedar Street, MC	1989	LaPorte	c. 1920
091-406-21082	Contributing	Apartment Building	326 E. 11th Street (SE corner building), MC	1989	LaPorte	c. 1910
091-406-21083	Contributing	Apartment Building	1009 E. Cedar Street, MC	1989	LaPorte	c. 1910

Table 1. Previously recorded resources within the APE in LaPorte County.

IHSSI/ NRHP #	IHSSI/NR Rating	Resource	Address	Date Recorded	County	Construction Date
091-406-21084	Contributing	House	319 E. 10th Street, MC	1989	LaPorte	c. 1880
091-406-21091	Notable	Commercial Building	1101 Franklin Street, MC	1989	LaPorte	c. 1880
091-406-21092	Outstanding	South Shore Station	114 E. 11th Street, MC	1989	LaPorte	c. 1920
091-406-21101	Notable	Rectory	411 W. 11th Street, MC	1989	LaPorte	c. 1915
091-406-21102	Contributing	House	1109 Manhattan Street, MC	1989	LaPorte	c. 1880
091-406-21103	Contributing	House	1101 Elson Street, MC	1988	LaPorte	c. 1880
091-406-21104	Contributing*	House	SW corner of Ohio & 11th Streets, MC	1989	LaPorte	c. 1860
091-406-21105	Contributing	House	1116 Ohio Street, MC	1989	LaPorte	c. 1880
091-406-21106	Contributing	House	1115 Ohio Street, MC	1989	LaPorte	c. 1880
091-406-21150	Contributing	Gas Station	1004 Kentucky Street, MC	1989	LaPorte	c. 1920
091-406-21151	Contributing	Gas Station	902 W. 11th Street, MC	1989	LaPorte	c. 1935
091-406-21152	Contributing	House	911 Kentucky Street, MC	1989	LaPorte	c. 1870, c. 1890
091-406-21153	Contributing	Gas Station	501 Chicago Street, MC	1989	LaPorte	c. 1915; c. 1955
091-406-21165	Contributing*	House	1120 10th Street, MC	1989	LaPorte	c. 1938
091-406-21166	Notable	Industrial Building	1002 Green Street, MC	1989	LaPorte	c. 1900, c. 1920
<p><i>*Resource is no longer extant MC = Michigan City</i></p>						

4.0 HISTORIC CONTEXT

4.1 EARLY INHABITANTS OF LAPORTE COUNTY AND VICINITY

Lying along the south shore of Lake Michigan between Michigan City and Gary is a vast, 15,300-acre expanse of beaches, dunes, forests, and wetlands, most of which today constitutes the Indiana Dunes State Park and the Indiana Dunes National Lakeshore. Originally stretching continuously to the southwest beach of the lake, the dunes have been gradually interrupted and truncated by the urban and industrial development of Chicago and Gary. Long before the settlement of Euro-Americans, however, the Delaware, Miami, and Pottawatomie occupied the area. Not until the early and mid-eighteenth century did fur trappers, hunters, and loggers become active in the dunes, eventually exhausting the area of its native fur-bearing animals, virgin oak, and pines. French trappers interacted frequently with the native tribes in the area, using the fur trade to negotiate various alliances among tribes and their own government. As Euro-Americans began moving permanently into the area, the Delaware removed themselves to land west of the Mississippi and were gone from Indiana by 1820. The Miami and Pottawatomie remained longer, trading land to Americans for the construction of the Michigan Road and the Wabash and Erie Canals. The Federal Indian Removal Act of 1830 set in motion the "Trail of Death," during which approximately 800 Native Americans, mostly Pottawatomie, were marched out of northwest Indiana and to Kansas.

The earliest permanent Euro-American settlers to today's LaPorte County arrived in New Durham Township near present-day Westville in 1829. The first settler was reportedly a Mrs. Benedict (a widow), who was followed shortly by the Eaheart, Whitaker, and Shirley families. Trapper and hunter Joseph W. Lykins settled the same year in Hudson Township. The 1830s saw increasing numbers of settlements as well as the first commercial and industrial establishments, including lumber mills and taverns. LaPorte County was formed on January 9, 1832, and divided among three initial townships: New Durham, Kankakee, and Scipio. The town of LaPorte was the unofficial county seat (where "the courts of the county are usually held") by 1833 (Ogle & Co. 1921). By the 1870s, the population of LaPorte City had grown to over 6,500 residents; by comparison, Michigan City, which would later eclipse all other towns in the county in size, had a population at that time of just under 4,000. In total, the county population in 1870 stood at 31,687. The industry of the county was primarily agricultural in the nineteenth century. Farmers grew corn, wheat, oats, as well as rye, hay, potatoes, and barley, and raised cattle, sheep, and pigs. Michigan City would quickly become the major exception to this agriculturally based economy, forming as it did around the harbor and railroads. The population of LaPorte County was predominantly white, though Eastern and Central European immigrants, a substantial contingent of Michigan City's industrial working class, constituted over a third of the ethnic composition.

LaPorte County originally extended to the western boundary of Indiana. Porter County, directly west of Michigan City, was formed in 1835, after the founding and platting of the city. The sand dunes and lakeshore constituting the north part of present-day Porter County informed the development and settlement patterns in Michigan City as much, if not more, as did the agriculturally based industries south of the city in LaPorte County. The first settler in the dunes area west of Michigan City was Joseph Bailly, a French Canadian trader born in Quebec in 1774. French Canadians commonly traveled over the lakes and rivers bridging the two nations in order to hunt, trap, and exchange furs and other goods with the native populations. In 1822, Bailly purchased several tracts of land in Indian Territory along the Little Calumet River, near the Great Sauk Trail, ensuring multiple routes of access to his property. Additionally, Bailly's land acquisitions were strategically situated to the well-established Lake Shore Trail, Calumet Trail, and Tolleston Trail, which all ran through the area. In the hopes that his growing property would become a key stop in the route between Fort Dearborn (Chicago) and Detroit, Bailly platted "Baillytown" in the 1830s. The town never came to fruition, but Bailly's homestead and trading post became a renowned destination for travelers and traders in the nineteenth century.

After Bailly's death in 1834, his son-in-law Joel Wicker recruited Swedish workers from Chicago to work in the family saw mill. The Swedish-American laborers purchased land from the Bailly

Homestead and settled their own small farmsteads in the area, establishing a lasting Swedish-American presence in Porter County and northern Indiana (Hendry 1977:2-3). Around the same time, a settlement known as Coffee Creek grew up around the saw mill, general store, and one man's cabin at the present-day site of Chesterton. The town was later platted as Calumet in the 1850s, and drew Irish, Swedish, and German immigrants throughout the second half of the nineteenth century. Calumet was first incorporated as the Town of Chesterton in 1869.

4.2 MICHIGAN CITY 1832–1945

Michigan City was the first substantial urban center to develop on Indiana's Lake Michigan shore (Figure 12). The city was platted in 1832 by Isaac Elston of Crawfordsville, Indiana. The land platted by Elston lay at the surveyed (three years prior) north terminus of Michigan Road (today Michigan Boulevard), though the road would not actually reach the new town until the mid-1830s. Michigan Road was designed by the state of Indiana to be a north-south artery complementing the national east-west route through Indianapolis (an early predecessor to Interstate 70), and would extend north from Madison on the Ohio River, through Indianapolis, and terminate at Lake Michigan. State commissioners began surveying the road alignment at its north end, and located a suitable terminus at the mouth of Trail Creek, which seemed an ideal site for a harbor and town center. For the approximately 100 miles between Trail Creek and the Wabash River, the new road ran initially eastward to touch the south bend of the St. Joseph River before bending due south (Oglesbee and Hale 1908:69-70). Once completed to Michigan City, Michigan Road terminated at the intersection of Michigan Street and Spring Street.

Before the road was even constructed thus far, the earliest settlers to Michigan City began arriving, numbering about 50 in 1833. The first man to build his home in the town was Jacob Furman, who built his log cabin in 1833 at 5th and Franklin Streets, then called "Peck's Corner," likely named for Wylis Peck, the city's first mayor (Sprague 1933). Other founding citizens included Samuel B. Webster, Samuel Allen, Polaski King, General Joseph C. Orr, and Samuel Miller, the first merchant and city postmaster (Sheridan 1926:7). In 1836, the city was officially incorporated, and the population had climbed to over 3,000 people (Ogle & Co. 1921). The 1830s through the 1850s saw the initial construction wave of schools, churches, shops, and taverns. One critical development was the establishment of a port at the mouth of Trail Creek. The first commercial ship, the *Sea Serpent*, entered the Trail Creek port in 1836, and the first harbor light was installed the following year (MCPL 2016).

In 1850, the Michigan Central Railroad was built through Michigan City, connecting the city to Detroit, Buffalo, Albany, and the Eastern Seaboard cities. A couple of years later, the Monon Railroad (formally the Chicago, Indianapolis, and Louisville Railway) was built into Michigan City from the south. In 1871, the Indianapolis, Peru, and Chicago Railway completed a 159-mile line connecting Indianapolis to Michigan City, entering the latter from the southeast before merging with the Michigan Central Railroad at the northeast corner of the city (Simons and Parker 1997:126, 129). The town became a railroad hub for the southeast Great Lakes region, a development reinforced by the continued expansion of its harbor. The Old Lighthouse, the oldest extant structure in Michigan City, was built in 1858, and the bridge over Trail Creek was removed in order to expand the harbor's capacity as a commercial shipping port. The upper harbor was dredged for the first time in 1867, and multiple times over in the follow decades in order to allow for more and larger vessels carrying lumber, barrels, corn, wheat, beef, pork, fish, and other commercial goods (MCPL 2016; Oglesbee and Hale 1908:111, 142). Industries in Michigan City included fishing, lumber and furniture, refrigerator and railroad car manufacturing. Additionally, the town was the site of the Northern Indiana State Prison, constructed 1860–1868 on 100 acres west of the city, and Zorn Brewery, established in 1871 by German immigrant Phillip Zorn. One particularly prominent business in the town was the Haskell and Barker Car Company, established by industrialist John Barker, Sr. in 1855 (Figure 13). The factory became the largest manufacturing plant in the state, and was renowned for producing the PS-1 steel box car, which became the standardized model for the railroad cars. By 1900, the plant covered 40 acres of land and employed over 1,600 workers; by the end of the next decade, the car company had sprawled

to cover 100 acres, and employed a workforce of 3,500 men. The residential Haskell and Barker Historic District bordered the industrial complex on its western side.

Figure 12. 1869 *Bird's Eye Map of Michigan City* drawn by A. Ruger (courtesy of Library of Congress, call no. G4094.M5A3 1869 .R8), full map available in Appendix A.

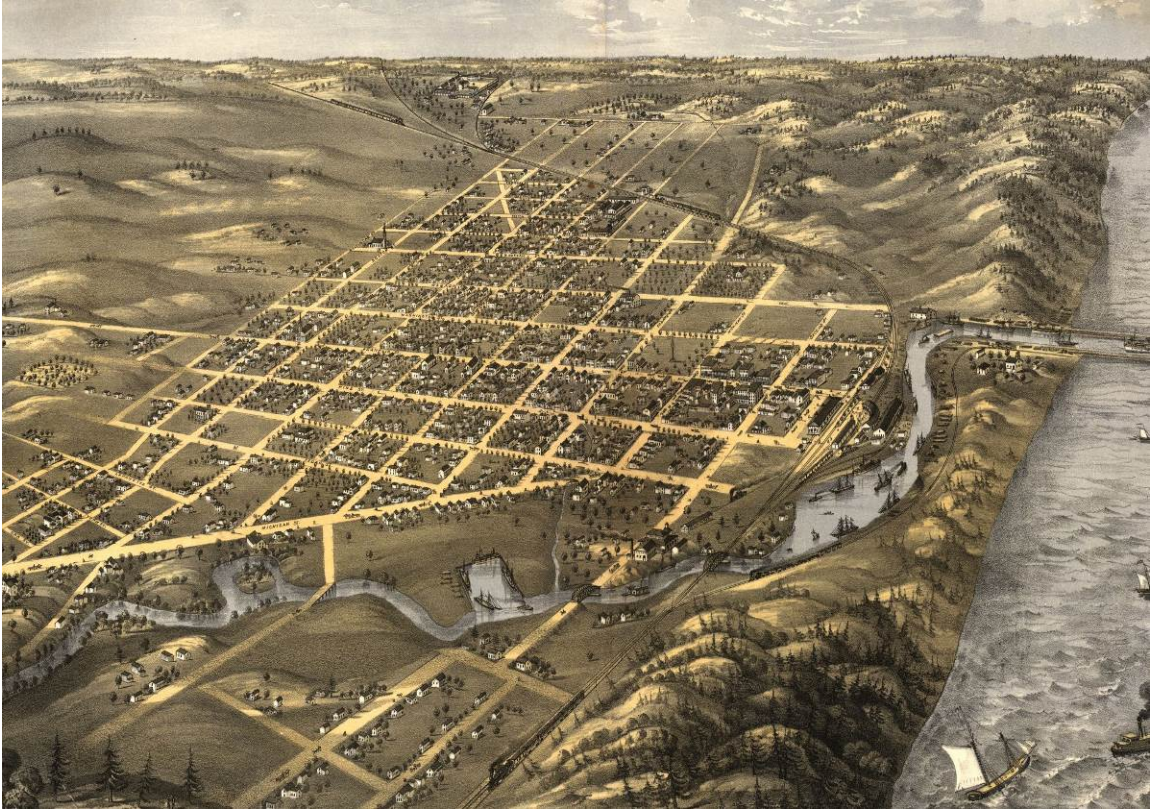
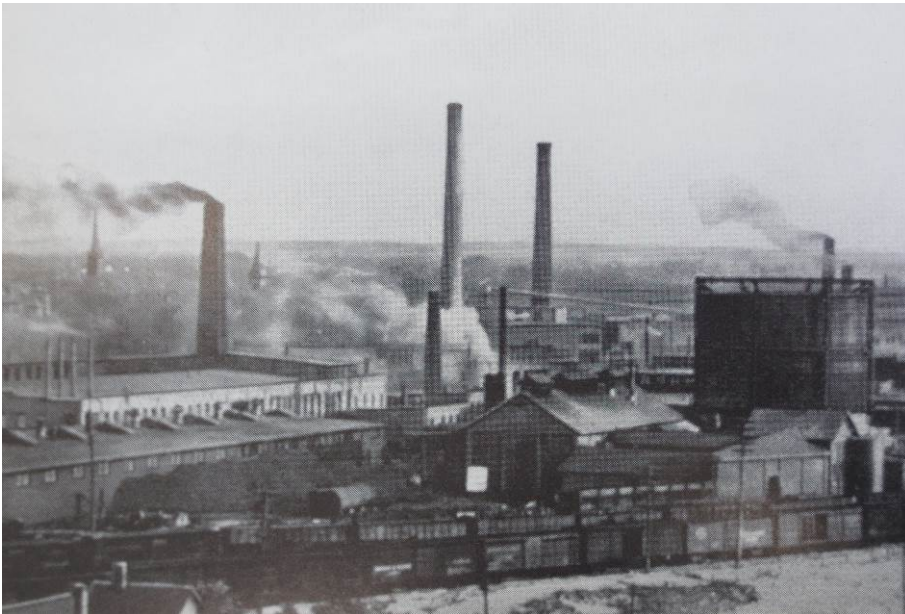


Figure 13. Haskell and Barker Car Company, c. 1900 (Manaher 1992: 44).



Michigan City's commercial district initially developed at around the juncture of Franklin and Front Streets near the harbor, which was the early center of growth for the city. Commercial construction was concentrated along Front Street for the first 20 years after the town's establishment. The coming of the railroad in the 1850s forced the eventual closing of Front Street, and subsequent commercial growth spread southward down Franklin Street (Figure 14, Figure 15). Originally a residential neighborhood, Franklin Street was the first in the city to install sidewalks in 1840, and the first to be planked in 1850. Horse-drawn street cars provided city transportation along Franklin Street by 1881, and lines were electrified 10 years later. An electric interurban was built out of the city to LaPorte in 1903, and the South Shore interurban line was completed along 11th Street in 1908 (Davis 1989:15; Sheridan 1926:10).

Figure 14. Intersection of Franklin and 10th Streets, c. 1900 (Manaher 1992: 21).



Figure 15. Franklin Street, c. 1926 (Sheridan 1926: 18).



The earliest settlers of Michigan City, arriving from the 1830s through the 1850s, were nearly all from the eastern states, and the architectural forms apparent on the extant residences from this time suggest that the Eastern settlers were specifically from the northeast and New England. The town's earliest residences were typically 1- and 1.5-story gable-front homes. The gable-front folk form was historically common in New England, a reduction of the Greek Revival style applied to middle and working class neighborhoods. The simple and economical form migrated east with frontier settlement and the railroad during the nineteenth century (McAlester 2013:6).

Geographically, Michigan City was a natural destination for immigration via waterways, and settlers from the northeastern states and Canada had ample access to river channels. Railroad and industrial workers fueled the early growth of the city, and continued to erect their standard wood frame, gable-front houses through the 1880s. As the need for more space occurred, a 1-story wing was frequently added on the side, creating a gable-and-wing form. Sometimes the common gable-front home was embellished with Italianate or Queen Anne details such as brackets or spindle work. As the new city found its footing in the mid-nineteenth century, its population was primarily modest in means, and reflected their cultural and economic status in their public and religious buildings. Two of the earliest church parishes founded in the city were Trinity Episcopal and the First Congregational Church, both established by Anglo Americans in the 1830s. Catholics of German ancestry established the city's earliest Catholic church, St. Ambrose in 1849, and a decade later, German and Irish Americans founded a second Catholic church, St. Mary's of the Immaculate Conception in 1859 (MCPL 2016).

The original plat of Michigan City was enlarged on the east and west sides during the 1850s. The Michigan City Land Company developed much of Elston's original plat, as well as many of the later additions. Two of the city's earliest residential neighborhoods are located within Elston Grove Historic District (NR-2331) and Haskell and Barker Historic District (NR-2339), historically also known (in part) as the Washington Street district. The Elston Grove neighborhood historically included two separately platted sections. The west end belonged to Isaac Elston's original town plat. The rest of the district was platted a few years later by the Michigan Land Company (Davis 1989:26). Primarily residential in character, Elston Grove also contained many of the city's early public buildings, including the high school and library. The Zorn Brewery, a major local industry in the city, was constructed in Elston Grove in 1877.

Haskell and Barker Historic District was similar to Elston Grove in its architectural stock. Named for the prominent and adjacent (to the east) Haskell and Barker Car Company, the neighborhood was home both to factory workers and managers. The owners constructed workers' homes on 4th Street, and company management lived nearby, in higher end homes mostly located on Washington Street. Other upper middle class citizens followed suit and built homes in the Washington Street neighborhood, including banker and mayor of Michigan City W. B. Hutchinson in 1875 and Citizens Bank cashier Charles Arnt in 1897 (Oglesbee and Hale 1908:192; Davis 1989:20).

The railroad and industrial development of the late nineteenth century ushered in a new era of prosperity for the town, evidenced by the presence of houses built higher in style and larger in form. More elaborate residence styles dating from the late nineteenth and early twentieth century in Michigan City include two and three-story Queen Anne, Italianate, Colonial and Classical Revival, and Craftsman. The Haskell family lived in Elston Grove in a Second Empire-style, nearly unique in Michigan City. More modest front-gable homes, bungalows, duplexes, and apartments continued to be built during this period as well, accommodating an ever-growing population of industrial workers. Workers increasingly arrived as immigrants from Germany, Poland, Ireland, Russia, Sweden, England, and Canada. Additionally, Syrian immigrants arrived in the early 1900s to work at Haskell and Barker. One historian states that as a result of this Syrian influx in the early twentieth century, Michigan City claimed the largest Middle Eastern population in the United States at that time (Davis 1989:21). Immigrants in Michigan City left their ethnic and cultural imprint in their buildings, particularly in their religious architecture. Circa 1911, the Syrian-Americans in built an Orthodox church at the corner of Grace and Holliday Streets, on the eastern fringes of town. Today the small Gothic Revival church serves the Russian Orthodox

community. German and Polish workers were especially numerous, and were prolific in establishing churches, schools, and social buildings. The Poles built St. Stanislaus Catholic Church in 1892; the current brick Romanesque Revival edifice was constructed on the site of the original church in 1926. Germans founded St. Paul's Lutheran Church, built on Franklin Street in the Gothic Revival style in 1876, and a year later built the St. Johannes Verein building, a social and shopping center for German immigrants (Davis 1989:16).

Supported in large part by immigrant labor, Michigan City flourished as an industrial and transportation hub in the early twentieth century. The year 1903 heralded the arrival of electric railways to Michigan City, with the construction by the Chicago and South Shore Railway Company of an interurban line extending north from LaPorte to Michigan City, as well as a downtown streetcar that ran the length of Franklin Street (Oglesbee and Hale 1908:136). The Northern Indiana Railway Company acquired both lines in 1905. Three years later, the South Shore interurban line opened, connecting South Bend to Chicago and running through the center of Michigan City along 11th Street (Figure 16, Figure 17). New factories continued to be established such as the Chair Factory on the site of the former Alaska Refrigerator Company, and the Kronthal and Company (or B. Kronthal & Co.) Shirt Factory, which later housed the Michigan City Paper Box Company, at the corner of Detroit and Pine Streets. Residential neighborhoods with schools and churches often developed around a major source of employment such as these.

Industrial and urban development in northwestern Indiana during the early twentieth century owed much to the enterprising SSL, which fed cities, factories, and harbors with an essential and steady flow of workers and freight. The CSS & SB, or South Shore Line, originated as part of the Chicago, Lake Shore & South Bend Railway (CLS & SB, or Lake Shore Line), which had been chartered in 1901 as the Chicago & Indiana Air Line Railroad in 1901. The line was extended eastward in 1906 to the brand new town of Gary, Indiana, following the establishment of the United States Steel Corporation's steel mill, Gary Works (Webster 2016; Cohen and McShane 1998:1). Two years later, the line was extended through Michigan City to South Bend, and by 1912 the line (then the Lake Shore Line) was providing passenger service to and from Chicago via seven daily trains completing each one-way trip in 1 hour and 15 minutes (*Northwest Indiana Times* 2014). The train's route from Chicago to South Bend constituted a true interurban, a railway traveling literally "between cities." (Simons and Parker 1997:42).

In 1926, Midwestern utilities baron Samuel Insull purchased the Lake Shore Line, and renamed it the Chicago, South Shore, and South Bend Line. Under Insull's ownership, the SSL underwent a massive improvement scheme that included new steel cars, improvements to the distribution system, and installation of new electrical equipment. The first SSL station in Michigan City, which had occupied a store building on 11th Street, was replaced under the prosperous domain of Insull with a new depot building designed in the Beaux Arts style by Arthur Gerber in 1927 (Figure 18). The station stood on 11th Street, and served as a joint bus-rail station and the main transfer stop between SSL trains and the subsidiary Shore Line Motor Coach Company buses. Gerber was Insull's chief railway architect and civil engineer who designed dozens of railway stations in the Chicago area. Along the SSL, Gerber also designed new stations at South Bend (1928) and Beverly Shores (1929). The South Bend terminal reflected the Beaux Arts style Gerber applied in Michigan City, and Beverly Shores still stands as a typical example of Gerber's Spanish Colonial Revival type, which he built frequently, especially along the Chicago North Shore & Milwaukee Railway (North Shore Line) (Middleton 1970:65; Burke 1996:44-46). Samuel Insull also incorporated a subsidiary bus system, the Shore Line Motor Coach Company, which operated out of the Michigan City terminal and extended eventually as far north as Grand Rapids, Michigan. By 1926, the Shore Line Motor Coach operated 26 routes in northern Indiana, southern Michigan, and Illinois (Middleton 1970:53).

Figure 16. Workers install tracks several blocks west of the 11th Street station, c. 1908 (Middleton 1970: 13).



Figure 17. The SSL travels 11th Street, 1949 (Holland 2005: 10).



Figure 18. The SSL's parlor car train No. 22, the *Randolph Limited*, stops at the brand-new South Shore Station in Michigan City, 1927 (Middleton 1970: 44).



The first few years of Insull's ownership was the zenith period for the SSL. The railway doubled its annual passenger traffic from just over 1.5 million in 1925 to nearly 3 million in 1928. Complementing, and frequently in competition with, the rail lines was the automobile industry, which was burgeoning nationwide during the 1920s. A new wave of road building and improvement, spurred by the Great Roads Movement, resulted in an unprecedented network of paved and divided auto roads connecting small towns, cities, and interstate regions. U.S. 12, also called the Iron Brigade Highway or the Dunes Highway, was an early automobile road built mostly along the Calumet Beach trail, a Native American trail that was gradually improved for wagons and buggies after Euro-American settlement (Engquist and Raithal 1991:64). U.S. 12 was designated a U.S. Highway in 1926. The road guided the alignment for the SSL, which runs directly alongside it from Gary to Michigan City (the two roads diverge at Michigan City, with U.S. 12 continuing northeast along the lakeshore and the CSS & SB tracks angling due east to South Bend). U.S. 20, or the Dunes Relief Highway, was constructed in 1931-32 as part of a nationwide east-west route. Unlike U.S. 12, which followed a centuries-old path, U.S. 20 was constructed largely on uncharted ground. As its name suggests, its parallel location south of U.S. 12 provided an alternate traffic route along Lake Michigan's south shore. Decades prior to the construction of the interstates through northwest Indiana, the two parallel U.S. highways were reportedly the busiest roads in the state, particularly during the World's Fair in Chicago in 1933-34 (Nalbor 1999).

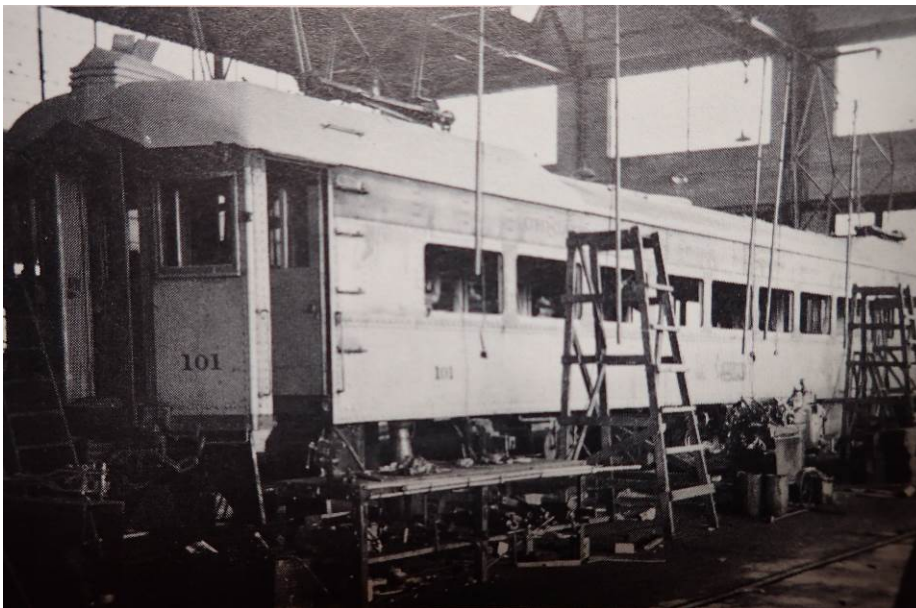
Michigan City's Old Edgewood Historic District, located in the southeast corner of the city (located outside of the Project APE), reflects the wealth and auto-mobility that characterized Michigan City in the 1920s. Edgewood was developed in the mid-1920s on what was at the time the very eastern fringes of the city. The neighborhood is distinct in Michigan City for its exceptional concentration of eclectic period revival homes, many accompanied by elaborate and extensive landscaping that reflects Frederick Olmstead's Parks Movement. Michigan City's wealth was also expressed by its recreational harbor business. Though optimistically intended to serve as a central Midwestern shipping center for grain, lumber, building materials, industrial goods, and produce, the city's harbor increasingly catered more towards recreational purposes as the nineteenth century came to an end. Marinas and harbor side condominiums encouraged yacht and sailboat traffic. The State of Michigan stocked the lake with trout and salmon, and fisheries serving recreational and livelihood purposes were well established by the 1950s (Davis 1989:31-34).

Growth and prosperity in Michigan City and along the SSL came to a halt in the 1930s during the Great Depression. During this time, the SSL relied heavily on freight traffic, three-quarters of which was coal, most headed to fuel Insull's utilities operations. World War II, however, revived the city's economy, bringing about new demands for industrial production and transportation, both of which Michigan City was well equipped to provide. During the 1940s, both freight and passenger revenues rebounded, spiking to all-time highs during World War II. The SSL served as a critical means of freight transport for the industrial wartime products generated en masse in Michigan City, Gary, and the Chicago area. Additionally, passenger volume rose steadily each year of the war, doubling in number between 1941 and 1943, and reach an all-time high of over six million in 1945. The sudden boom in activity and carriage necessitated a rebuilding program for the 1920s-era cars and rail line (Figure 19, Figure 20). Improvements to the rail cars were carried out locally in Michigan City, and consisted of lengthening and strengthening car underframes, installing new seating, florescent lighting, air conditioning, VHF radio, and larger picture windows. (Middleton 1970:75-79). The end of the war brought about a gradual decline in industry and in railroads.

Figure 19. Freight locomotives run through the Michigan City yard towards the shops for routine inspection (Middleton 1970: 152).



Figure 20. Improvements to SSL cars were undertaken locally in Michigan City shops. □ (Top) A car is cut in half for lengthening, (bottom) new "picture" windows are installed, c. 1940 (Middleton 1970: 154).



4.3 MICHIGAN CITY 1945–PRESENT

Two trends developed in the northwest region of Indiana following World War II. Larger in scale was a pattern of industrial and urban decay that intensified over the second half of the twentieth century in Michigan City and Gary. Unable to keep pace with foreign industrial competition and with domestic suburbanization, the two cities struggled to rebound economically.

Reflecting a nationwide trend towards rising personal automobile use and the corresponding decline of railroads across the United States, ridership on the SSL during the 1950s fell stagnant, and operating costs rose. The Federal Aid Highway Act, passed in 1956, authorized the construction of the Interstate system. Interstate 80/90, built east-west between Gary and Michigan City, was built along the alignment of the existing State Highway 80/90. Interstate 94,

constructed between Gary and Michigan City along a southwest-northeast alignment north of I-80/90, was completed later, in early to mid 1970s.

Widespread suburbanization deflated Michigan City's downtown during the 1950s. The establishment in 1965 of Marquette Mall several miles south of the city center compounded the problem of vacancy and dilapidation in the historic Franklin Street Commercial District. Once a pillar of city employment, the former Haskell and Barker Car Company (after 1922, the Pullman Standard) closed in the early 1970s, and much of the plant was destroyed by fire in 1973. The completion of I-94 in the mid-1970s furthered the southward suburban sprawl. In an effort to combat urban decay, the city established the center blocks of Franklin Street, from 5th Street to 9th Street, as a pedestrian mall, closing the road to vehicular traffic. Urban renewal projects during this time eliminated all the buildings on Franklin Street north of 4th Street, as well as vacant residential and commercial buildings located throughout the city. The pedestrian mall failed to revitalize the historic downtown, and Franklin Street was reopened in the 1980s (Garner 2012:23).

The second and opposite post-World War II trend occurred primarily in the dunes area between Gary and Michigan City, and was characterized by a boom in recreation and tourism-related development. Vacation and seasonal businesses and homes, and the infrastructure necessary to support the corresponding influx of residents, have cropped up most prominently in the historically small communities of Porter, Chesterton, Ogden Dunes, Beverly Shores, and Dune Acres, but also have spawned new commercial and residential development around the edges of Michigan City's historic city core. The continued expansion of the Indiana Dunes National Lakeshore, the latest addition of acreage occurring in 1992, has encouraged businesses and residential properties geared towards the lakeshore industry, and modern condos, casinos, and restaurants have begun to appear in Michigan City within the last two or three decades.

5.0 METHODOLOGY

5.1 SURVEY METHODS

The objective of this investigation was to identify all architectural resources within the APE that were constructed in or before 1969 (48 years of age or older to accommodate the Project construction date of 2019) and evaluate them for NRHP eligibility. The survey was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* and the Cultural Resources Manual prepared jointly by INDOT-CRO and the Federal Highway Administration-Indiana Division Office (2015).

Prior to fieldwork, HDR staff conducted initial background research through SHAARD to compile a list of previously identified historic properties within one mile of the Project. The IHSSI, also known as county interim reports, was referenced to identify historic properties previously identified in LaPorte County. Historic maps and United States Geological Survey maps were used to locate the existence of any historic-age properties (48 years of age or older). HDR staff then consulted LaPorte County Assessor data to help determine dates of construction for buildings within the APE, as well as addresses and tax parcel boundaries.

During the fieldwork phase, HDR staff inspected the APE to locate and identify any potential resources not identified through the SHAARD search or assessor's data. The survey was conducted entirely from the public ROW unless verbal permission for entry was granted by the landowner in person during the survey.

Much of the Project area overlaps with three historic districts listed in the NRHP in 2013. The three districts—Elston Grove, Haskell and Barker, and the Franklin Street Commercial Historic Districts—lie adjacent to one other, with Elston Grove situated north of 11th Street on the east, Franklin Street Commercial lying primarily north of 11th Street at center, and Haskell and Barker spanning both the north and south sides of 11th Street on the west, and extending as far west as Manhattan Street.¹ Because the historic districts were listed in the NRHP within the last five years, FTA, NICTD, and SHPO agreed it would not be necessary to re-survey every property located within the overlap of the Project area and the historic districts. Therefore, within the three historic districts, HDR staff recorded only properties indicated as proposed Project-related acquisitions and/or those properties identified by the IHSSI as individually eligible (with an IHSSI rating of Outstanding or Notable); additionally, properties with an IHSSI rating of Contributing were surveyed if they appeared to survey staff as potentially individually eligible. All pre-1970 properties located outside of historic district boundaries and within the Project APE were surveyed.

The survey of architectural resources included at least two exterior photographs of each primary building or structure on the parcel, as well as the notation of major additions or other alterations to historic properties. Additional photographs were taken as appropriate from the public ROW to document outbuildings and auxiliary structures. Photographs were also taken of urban streetscapes to document the settings and integrity in potential and existing historic districts.

Research was conducted during both fieldwork and reporting phases of the investigation. HDR staff conducted local repository research at the Michigan City Public Library and at the Valparaiso Public Library February 7–8, 2017; research was conducted at the Indiana State Library and the Indiana Historical Society February 16–17, 2017. Materials consulted included local and regional histories, newspaper accounts, and historic maps and photographs.

¹ The NRHP nominations for these historic districts can be found at:
<https://www.nps.gov/nr/feature/places/pdfs/13000759.pdf> (Elston Grove Historic District),
<https://www.nps.gov/nr/feature/places/pdfs/14000806.pdf> (Haskell and Barker Historic District),
<https://www.nps.gov/nr/feature/places/pdfs/13001013.pdf> (Franklin Street Commercial Historic District).

During the reporting phase, HDR staff prepared narrative descriptions of each surveyed building which was previously or newly recommended as individually eligible or listed in the NRHP, excepting the three existing historic districts listed in 2013. In evaluating properties for NRHP eligibility, the standards established by the IHSSI were taken into consideration. The evaluation system used by the IHSSI includes the following ratings:

Outstanding (O) – Properties possessing a high level of historic or architectural significance on the local, state, or national level. They are either individually listed in or eligible for the NRHP.

Notable (N) – Properties not considered Outstanding in significance, but possessing sufficient historic or architectural significance to be considered above-average. Additional research may prove a Notable property eligible for listing in the NRHP.

Contributing (C) – Properties that meet basic and contextual levels of historic and/or architectural significance, but do not individually possess noteworthy significance. Contributing properties support an area's larger historic identity, and can be eligible for or listed in the NRHP as contributing to a historic district. However, they do not merit individual NRHP listing.

Non-Contributing (NC) – Properties that are included in the survey only due to their location within historic district boundaries. Such properties are less than 50 years of age, or possess negligible or no amount of historic significance or integrity. They are not eligible for listing in the NRHP individually or collectively.

All architectural resources identified and recorded during the survey were evaluated for their significance and integrity under NRHP Criteria A, B, C, and D. No resources encountered during the course of the survey appeared to qualify for NRHP listing under Criteria Consideration G, for exceptionally important properties that have achieved significance within the past 50 years.

5.2 NRHP EVALUATION METHODS

Cultural resources—including buildings, structures, objects, sites, and districts—were evaluated for NRHP eligibility using the NRHP Criteria for Evaluation as defined in 36 CFR § 60.4 under the Section 106 review process (36 CFR § 800). A “building” is principally a place designed to shelter human activity such as a house, barn, hotel, store, etc. A “structure” is distinguished from a building in that its function is not primarily for human shelter but rather for other purposes. Examples of structures include roads, bridges, dams, irrigation canals, silos, tunnels, etc. An “object” differs from other construction types in that it is primarily artistic in nature, small in scale, or simply constructed. Examples of objects include monuments, mileposts, fountains, and sculpture/statuary. A “site” is the location of a significant historic event or activity where the location itself possesses value and can include battlefields, cemeteries, designed landscapes, trails, etc. A “district” is formed by a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

To be listed in, or considered eligible for the NRHP, a cultural resource must typically be 50 years or older and meet at least one of the four following criteria:

1. The resource is associated with events that have made a significant contribution to the broad pattern of history (Criterion A).
2. The resource is associated with the lives of people significant in the past (Criterion B).
3. The resource embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C).

4. The resource has yielded, or may be likely to yield, information important in prehistory or history (Criterion D).

In order to accommodate the Project's potential construction timeline of 2019, a 48-year benchmark was used for architectural resources.

In addition to meeting at least one of the above criteria, a cultural resource must also retain integrity that conveys the significance of the resource. Integrity is composed of location, design, setting, materials, workmanship, feeling, and association. Integrity is defined as the authenticity of a resource's historic identity, as evidenced by the survival of physical characteristics it possessed in the past and its capacity to convey information about a culture or group of people, a historic pattern, or a specific type of architectural or engineering design or technology. Location refers to the place where an event occurred or a resource was originally built. Design considers such elements as plan, form, and style of a resource. Setting is the physical environment of the resource. Materials refer to the physical elements used to construct the resource. Workmanship refers to the craftsmanship of the creators of a resource. Feeling is the ability of the resource to convey its historic time and place. Association refers to the link between the resource and a historically significant event or person.

Cultural resources meeting these standards (age, eligibility, and integrity) are termed "historic properties" under the NHPA. Sites, buildings, structures, or objects that are not considered individually significant may be considered eligible for listing in the NRHP as part of a historic district. According to the NRHP, a historic district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are historically or aesthetically united by plan or physical development.

Certain kinds of cultural resources are not usually considered for listing in the NRHP, including the following:

- religious properties (Criteria Consideration A)
- moved properties (Criteria Consideration B)
- birthplaces or graves (Criteria Consideration C)
- cemeteries (Criteria Consideration D)
- reconstructed properties (Criteria Consideration E)
- commemorative properties (Criteria Consideration F)
- properties that have achieved significance within the last 50 years (Criteria Consideration G).

These resources can be eligible for listing in the NRHP only if they meet special requirements, called "Criteria Considerations." A resource must meet one or more of the four evaluation criteria (A through D) and possess integrity of materials and design before it can be considered under one or more of the various Criteria Considerations.

To evaluate cultural resources for this report, the following NRHP bulletins issued by the National Park Service were used as guides:

- *How to Apply National Register Criteria for Evaluation* (Bulletin 15)
- *How To Complete the National Register Registration Form* (Bulletin 16A)
- *Researching a Historic Property* (Bulletin 39)

- *Guidelines for Evaluating and Documenting Historic Properties that Have Achieved Significance within the Last Fifty Years (Bulletin 22).*

6.0 NRHP ELIGIBILITY AND EVALUATIONS

6.1 SUMMARY OF ALL RESOURCES

6.1.1 HISTORIC DISTRICTS

The Project area in Michigan City overlaps with three NRHP-listed Historic Districts: Elston Grove, Franklin Street Commercial, and Haskell and Barker. Where any historic district overlaps with the Project APE, generally only properties identified as individually eligible or as scheduled for NICTD acquisition were surveyed. Properties rated Contributing by the IHSSI were recorded if they were slated for acquisition as a result of the proposed Project or if surveyors considered them potentially individually eligible for listing in the NRHP. Of the three historic districts in the APE, Haskell and Barker is the only one to stretch substantially south of 11th Street, and was, therefore, the historic district that overlapped most with the Project area. Buildings in the Haskell and Barker Historic District, located on the west side of the historic city center, and in Elston Grove Historic District, located on the east side, are primarily residential, with a small number of commercial and public neighborhood establishments also present. As described in their respective nominations, both the Elston Grove and Haskell and Barker neighborhoods contain 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. Both districts also contain a small number of churches, schools, businesses, and a library. All of these forms, styles, and types were represented in the surveyed portions of these two residential districts. Franklin Street Commercial Historic District, bounded by Elston Grove Historic District on the east and Haskell and Barker Historic District on the west, is primarily commercial in character, with some residential properties included as well. Many of the surveyed properties in the Franklin Street district, all lying south of 10th Street, were parking lots or vacant parcels (as they were during the time of the district's listing in 2013). The portions of these three historic districts surveyed for the Project have changed little if at all since the districts were listed in 2013. Surveyed buildings retain good integrity. With the exception of a recommended expansion to the Elston Grove Historic District on the south side, discussed in detail in Section 6.4.3, no changes to the NRHP listings for these three historic districts are recommended.

6.1.2 SOUTHEAST

The majority of resources newly surveyed were residential in type. Surveyed buildings were located on the north and south sides of Michigan City's 11th and 10th Streets and typically one or one-and-a-half blocks deep on either side.

The buildings surveyed in the southeast area of the Project corridor lie directly south of the NRHP-listed Elston Grove Historic District, with 11th Street forming the boundary between the two neighborhoods. Properties located on the south side of 11th Street, directly opposite the existing southern boundary of Elston Grove Historic District were mostly brick bungalows and vernacular front-gabled forms dating from the late nineteenth and early twentieth centuries. Their construction dates and architectural styles and forms conform to those of the residential buildings on the north side of 11th Street, as well as throughout the Elston Grove Historic District. Properties at the east end of the Project area on 11th Street lack integrity, many standing vacant or infilled with non-historic construction. The portion of 11th Street between Oak and Pine Streets, however, is largely intact and retains collective historic integrity sufficient for inclusion in the Elston Grove Historic District (See Section 6.4.3 for further discussion on the recommended inclusion of these buildings in the Elston Grove Historic District).

Historically platted as "Burr's Addition" or as "Michigan City Land Company's Addition," the neighborhoods southeast of 11th Street and Franklin Street were generally planned and constructed later than the north and west portions of the city. Historic maps, as well as the current building stock, indicate that the area was developed more sporadically and less systematically than the adjacent Elston Grove. Properties surveyed in this southeast part of the Project area (roughly, framed by Main Street and 11th Street on the north, Franklin Street on the west, and

Michigan Boulevard and Poplar Street on the east) stand along Phillips Avenue, and Main, Maple, Oak, York, and Lafayette Streets. The surveyed buildings represent a mix of construction dates ranging from the late-nineteenth century to the mid-twentieth century. Earlier houses were commonly of a vernacular form, front-gabled or L-shaped. In addition to being interspersed with mid-twentieth century infill, homes dating from the 1880s to the 1910s were frequently heavily altered, with vinyl, asbestos, or aluminum siding, replacement windows and doors, replacement porches, and/or occasionally form or character-altering additions. Early- and mid-twentieth century homes in the southeast neighborhoods were typically one or one-and-a-half-story brick and wood bungalows, Minimal Traditionals, and, less frequently, brick Ranches. These twentieth-century dwellings were generally more intact than the earlier construction in the neighborhood, but also exhibited a considerable amount of replacement asbestos, fiber cement, or vinyl siding, and replacement windows and doors. The brick bungalows are the most intact of the building stock, but represent a scattered and small number of houses in this area.

The buildings surveyed in the southeast part of the Project area exhibit a variety of ages, styles, types, and forms, in addition to an overall low level of integrity. The surveyed neighborhood therefore does not represent a sufficiently intact, cohesive, or otherwise distinct collection of residential architecture that merits listing as a historic district in the NRHP. No buildings surveyed in this part of the Project area exhibit sufficient architectural or historic significance to merit individual listing in the NRHP. Therefore, all properties in the southeast part of the Project area are recommended *Not Eligible*.

6.1.3 SOUTH-CENTRAL

Properties surveyed near the center of the Michigan City APE, concentrated south of 11th Street and east of Franklin Street (south and east of the three NRHP-listed districts), exhibit a character that is distinct from the surveyed properties along 11th Street and the southeast portion of the Project area. While surveyed buildings exhibit a range of dates and styles, there exists in this area a higher concentration of substantial, two-story foursquare homes built with elements of the Colonial Revival, Craftsman, and Queen Anne styles. Brick exteriors are more common, and are additionally employed in smaller one or one-and-a-half-story bungalows. The majority of homes in this area were likely constructed in the early twentieth century, between 1900 and 1930. Parcels are typically laid out along the “tilted” northwest-southeast alignment of Franklin Street, though several are oriented along a due cardinal direction. The disrupted directional alignment reflects in part a disjointed and inconsistent historical platting of the area, but is compounded by the intrusion of large-scale modern construction south of the APE, consisting of buildings, parking lots, and athletic fields associated with Elston Middle School and High School.

The surveyed properties in this south-central part of the APE may historically have constituted a cohesive neighborhood whose development and demographic was shaped by the Franklin Street electric street car on the west, and Isaac C. Elston High School, built 1909, and the Michigan City Paper Box Company (originally the Kronthal and Company Shirt Factory), built c. 1910. City directories from this time period indicate that Elston High School, which became the Junior High (later, “Middle School”) in 1924 when a new high school was built adjacent, was a particular influence in the surrounding neighborhood demographic. Two-story dwellings on Detroit, Spring, Pine, and Cedar Streets were home to dozens of student boarders as well as staff. Other residents included workers at the nearby shirt factory, and later the paper box company that took its place; as well as laborers from the Haskell and Barker Car Company and the railroads.

Though the surveyed properties in the south-central APE may originally have held significance for their association with Elston High School and Junior High, as well as with the paper box company or even the Haskell and Barker Car Company, the neighborhood has lost integrity of setting due to the modern construction and landscaping associated with Elston Middle School and High School. Due to massive additions and alterations, the two historic school buildings (1909–1924), which arguably formed the nucleus of the surrounding residential neighborhood, have lost integrity of design, workmanship, setting, and feeling. Expansion of the two schools over the last century has additionally resulted in the alteration of street alignments and the elimination of

numerous residential parcels. Furthermore, any potential association of the neighborhood with the adjacent Franklin Street electric street car as a commuter rail or job source is defunct due to the loss of the street car. Many of the surveyed residential buildings in the south-central part of Michigan City are individually intact and retain integrity; however, they do not form part of a sufficiently intact collection of properties associated with significant themes such as education, industry, transportation, or community planning. Due to a loss of integrity, there is no historic district potential in the Elston School neighborhood in the south-central portion of the Michigan City APE.

6.1.4 WEST

Properties surveyed in the west part of the Michigan City APE are concentrated between Buffalo Street in the east and Sheridan Street in the west. Properties were surveyed a block deep both to the north and south of 11th Street as far west as Huron Street, at which point where the Project area shifts north towards the properties fronting 10th Street. The majority of properties surveyed are residential with a small concentration of commercial and industrial buildings located between Kentucky and Willard Streets. A large three-story brick factory building (IHSSI No. 091-406-21166) is located at the center of the west survey section. Originally occupied by the Alaska Refrigerator Company, this factory was owned and operated by various furniture making companies through the early twentieth century, and by 1936, was owned and operated by the Portis Brother Hat Company who remained there until the 1950s or 1960s.

East of the former hat factory, the vast majority of residential buildings were built between 1889 to 1905, as the neighborhood spread south and west from the city center at Franklin Street. These properties demonstrate a range of architectural styles typical of the turn of the century and the laboring middle class. Most common are the National Folk and Folk Victorian styles, with some of the dwellings also exhibiting features characteristic of the Greek Revival, Italianate, and Queen Anne styles. Also present in much smaller number are Colonial Revivals. The neighborhood surveyed north of 11th Street was impacted severely by Urban Renewal. This area contains a large number of vacant lots, heavily altered buildings, and modern upgrades. Historic integrity is very low in this area. However, the neighborhood south of 11th Street still retains the majority of its original buildings and contains sufficient cohesion and integrity to be a historic district. The recommended DeWolfe's Addition Historic District, a collection of late nineteenth and early twentieth dwellings historically associated with local industries including the furniture and hat factory at 1002 Green Street, Haskell and Barker Car Company, and the Northern Indiana State Prison, is discussed in greater detail in Section 6.3.

West of the hat factory, the neighborhood is slightly younger, with most of the dwellings constructed between 1910 and 1930. The majority of architectural styles conform to National Folk, Folk Victorian, and Craftsman bungalows. There are additionally several modern twentieth-century dwellings. One newly surveyed dwelling in this area, constructed in 1937 and located at 1116 W. 10th Street, exhibited a blend of disparate styles and construction eras, and was recommended individually eligible under Criterion C. Due to the wider range of construction dates, modern infill, and a general lack of architectural cohesion, the neighborhood west of the hat factory does not convey any historic significance and was therefore not recommended for inclusion in the DeWolfe's Addition Historic District.

The western portion of Michigan City within the APE likely developed around the success of the town's late-nineteenth and early-twentieth century industries such as the Haskell and Barker Car Company, the furniture/hat factory, and the Northern Indiana State Prison located just south of the Project area. Overall, the loss of integrity across the western corridor eliminates this area from inclusion in a potential historic district; however, there is potential for a historic subdivision in the southeast (the recommended DeWolfe's Addition Historic District).

6.2 NRHP-LISTED RESOURCES IN THE APE IN LAPORTE COUNTY

6.2.1 091-406-18001 (NR-2331) ELSTON GROVE HISTORIC DISTRICT

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 primarily residential district is wedge shaped and currently 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. The historic district is identified in the nomination as associated generally with industrial and civic development in the city spanning 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).

The portions of Elston Grove Historic District lying within the Project APE were examined during survey for major changes such as demolition, alterations, and new construction. No such modifications have occurred to the surveyed part of the district since its listing in 2013. However, an expansion to the south side of 11th Street, comprising approximately 27 contributing properties, is recommended but with no other changes to the district's NRHP status.

6.2.2 091-406-16001 (NR-2339) FRANKLIN STREET COMMERCIAL HISTORIC DISTRICT

The Franklin Street Commercial 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 most prominently Italianate and Colonial Revival.

The district is primarily commercial, and is bound by 4th Street on the north, Franklin Street on the west, 11th Street on the south, and Pine Street on the east. The district, which additionally includes some religious, civic, and residential properties, constitutes part of Michigan City's original plat. The period of significance for the district is identified as 1867–1963.

The portions of Franklin Street Commercial District lying with the Project APE were examined during survey for major changes such as demolition, alterations, and new construction. No such modifications have occurred to the surveyed part of the district since its listing in 2013, and no changes to the district's NRHP status are recommended.

6.2.3 091-406-17001 (NR-2355) HASKELL AND BARKER HISTORIC DISTRICT

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 district 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 period of significance for the residential neighborhood extends from 1860 to 1958. The major impetus for the historic development of Haskell and Barker 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.

The portions of Haskell and Barker Historic District lying with the Project APE were examined during survey for major changes such as demolition, alterations, and new construction. No such modifications have occurred to the surveyed part of the district since its listing in 2013, and no changes to the district's NRHP status are recommended.

6.3 RESOURCES PREVIOUSLY RECOMMENDED ELIGIBLE

Maps for each surveyed property recommended eligible for listing in the NRHP are located in Appendix A.

6.3.1 091-406-17032 – ST. MARY OF THE IMMACULATE CONCEPTION CHURCH, 406 W. 10TH STREET, MICHIGAN CITY (OUTSTANDING)

St. Mary of the Immaculate Conception Catholic Church (St. Mary's) was rated Outstanding in 1988 as an example of Gothic Revival-style church architecture. The church stands at the corner of 10th and Buffalo Streets, and faces north onto 10th Street (Figure 21). Designed by local architect John Renkawitz and constructed in 1868, the center steeple cruciform church was originally built on a simple basilica (rectangular) plan, had a brick exterior, and exhibited elements of both the Romanesque and Gothic Revival styles. Stained glass windows were manufactured by a German immigrant artisan with local sand and imported pigments (Harris 2010:53).

Figure 21. St. Mary's Church c. 1890 (www.ancestry.com).



The current Munich-style stained glass windows were manufactured by Francis Xavier Zettler of Daprato Studios in Chicago and were installed in 1927. Around this date, the church was renovated and expanded to its current size and form. Alterations at this time were intended to further Gothicize the building, and included the incorporation a pair of two-story steepled towers flanking the façade (north elevation); a tall hexagonal steeple mounted over the original pyramidal tower roof; two additional Gothic-arched entrances flanking the original center doorway; an off-center cross wing that gave the building a new cruciform plan; and the south apse addition (Figure 22; Harris 2010:6-7).

Figure 22. St. Mary's Church, c. 1950 (www.ancestry.com).



Further alterations c. 1960 resulted in the building's current appearance. The most prominent of these mid-century changes was the application of Permastone over the original brick. A rectangular one-story, flat-roof addition with glass block windows and a granite exterior was built onto the apse. One of the last remaining Romanesque-style features, the brick drip cornice moldings, was covered with granite veneer. The original brick buttresses on the side elevations were also obscured at this time by the granite stone infill.

The church today is mostly unchanged from its c. 1960 appearance (Figure 23-Figure 25). Original arched wood vents in the center steeple remain intact, as well as the pointed-arch stained glass windows; however, windows, including façade transoms, have been covered with protective lexon panes. The three front doorways, double leaf at center and single leaf on either side, have also been covered or replaced with metal-frame glass doors. The roof is covered in a

cementitious tile. Narrow roof eaves are closed with molded wood cornices and copper flashing. The two remaining buttresses, located on the façade corners, have pyramidal copper caps. Metal ventilation chimneys are located on the center and cross wing roof ridges.

Figure 23. St. Mary's Church (091-406-17032), view southeast.



Figure 24. St. Mary's Church (091-406-17032), view southwest; former convent building on the right.



Figure 25. St. Mary's Church (091-406-17032), view northwest (showing south apse).



St. Mary of the Immaculate Conception Parish was founded by German Catholic immigrants in 1858. St. Mary's was the second Catholic parish in Michigan City; the first, St. Ambrose, was established by Irish immigrants in the 1840s. The two ethnic parishes became closely intertwined, and eventually merged into one. The first St. Mary's Church was a wood frame building constructed at the southwest corner of 4th and Washington Streets. When the second St. Mary's Church was built in 1868, the former church was converted to St. Ambrose School, which served students from both the Irish and German parishes. The second St. Mary's Church was constructed where it currently stands, a site which was formerly the Catholic cemetery (bodies were reinterred in Calvary Cemetery prior to the church's construction). The new brick church, today enveloped in the present church building at 10th and Buffalo Streets, was furnished with stained glass windows made on site with locally produced glass and imported pigments, and designed by German immigrant August Beck, cousin to the parochial vicar Father Julius Becks (Harris 2010:53).

St. Mary's Church meets the requirements of Criteria Consideration A for its significance under Criterion A. The construction and design history of the church correlates directly to the history of the parish, and expresses the general trend of increasing wealth and social integration that characterized the congregation as it evolved through the nineteenth and twentieth centuries. The brick, basilica-form church constructed in 1868 represented a typical nineteenth-century, hybrid Gothic-Romanesque style church exhibiting the varied influences surrounding its construction: German European heritage; location along Lake Michigan's south shore (local sand was reportedly used in the stained glass windows and perhaps in the mortar); and the modest means of its congregation, many or perhaps most of whom were employed in mills and factories. The modifications made to St. Mary's Church c. 1930 reflected the growing prosperity and assimilation of parish members, with changes to the building characterized generally by enlargement and ornamentation. These earlier twentieth century alterations were, however, architecturally organic and compatible with the form and style of the original church. Though the church was expanded in height and floor plan by virtue of its new central steeple, two side towers, and south apse, the nineteenth-century core of the building remained intact and evident. Likewise, new façade door/window fenestration and new stained glass windows did not detract from the church's original

character, but rather enhanced its original Gothic inspiration. The 1927 Munich-style stained glass windows expressed the continuity of the church's German heritage, and as such have accrued their own significance. Overall, the c.1930 changes undertaken to the church became significant over time as a demonstration of the late phase of the Gothic Revival trend in American ecclesiastical architecture. In that regard, St. Mary's Church in the 1930s typified German ecclesiastical architecture in particular, with the two local German Lutheran churches, St. John's (1867—not extant) and St. Paul's (c. 1880, IHSSI no. 091-406-16063) matching the brick, center-steeped, Gothic basilica style emulated by St. Mary's.

The second series of major alterations undertaken c. 1960 obscured many of the building's historic features including the brick exterior and detailing, which were covered by a granite Permastone veneer. However, the mid-century Permastone addition manifested yet another epoch in the history of the parish, reflecting the congregation's continued growth and success during the mid-twentieth century. The new veneer visually united the multi-period additions into one cohesive architectural unit, effectively conveying a sense of enlarged, unified, and more modern design. Furthermore, these alterations occurred more than 50 years ago and have achieved historic significance in their own right. Though obscured somewhat by protective lexon panes, the stained glass windows, arguably the building's most distinctive and significant architectural feature, remain intact and fully visible on the interior. The windows serve as the preeminent architectural tribute to the ethnic and cultural heritage of the parish.

Though St. Mary's Church was historically significant as a local example of the Gothic Revival, the alterations discussed above have ultimately rendered it an inferior model in comparison with other local Gothic Revival churches such as St. Paul's in Michigan City, First Baptist Church in LaPorte, and Rolling Prairie Methodist Episcopal Church (Davis 1989:xxiv). St. Mary's Church is therefore not eligible under Criterion C.

However, the building retains the integrity necessary to convey its historic significance under Criterion A. The church possesses an intact historic design, workmanship, materials, location, setting, association, and feeling. St. Mary's Church meets Criteria Consideration A for its historic significance under Criterion A and is recommended *Eligible* for listing in the NRHP.

6.3.2 091-406-17033 – ST. MARY'S SCHOOL, 323 W. 10TH STREET, MICHIGAN CITY (NOTABLE)

The two-story school building was rated as a Notable building in 1989. The building stands on the south side of 10th Street and faces north. The original portion of the two-story brick building, designed by John Renkawitz, who also designed St. Mary's Church 20 years prior, was built in 1886 and matched St. Mary's Church in form, materials, and overall Victorian architectural character. The building was originally most evocative of the Gothic and Romanesque styles, and additionally exhibited neoclassical influence in its balanced and symmetrical façade (Figure 26, Figure 27). A central three-story bell tower capped with a hexagonal steeple dominated the façade and sheltered the primary entrance under a gable-roof, round-arch brick entry porch. Concrete stairs led to the raised double-leaf wood doors. The building was additionally constructed with a rear two-story annex that housed the religious sisters (Figure 28).

Figure 26. St. Mary's School (091-406-17033), façade, view south, c. 1886 (Harris 1986: 20).



Figure 27. St. Mary's School, c. 1925. Marquette Hall visible on the left; (second) convent on the right. View southeast (Harris 1986: 28).

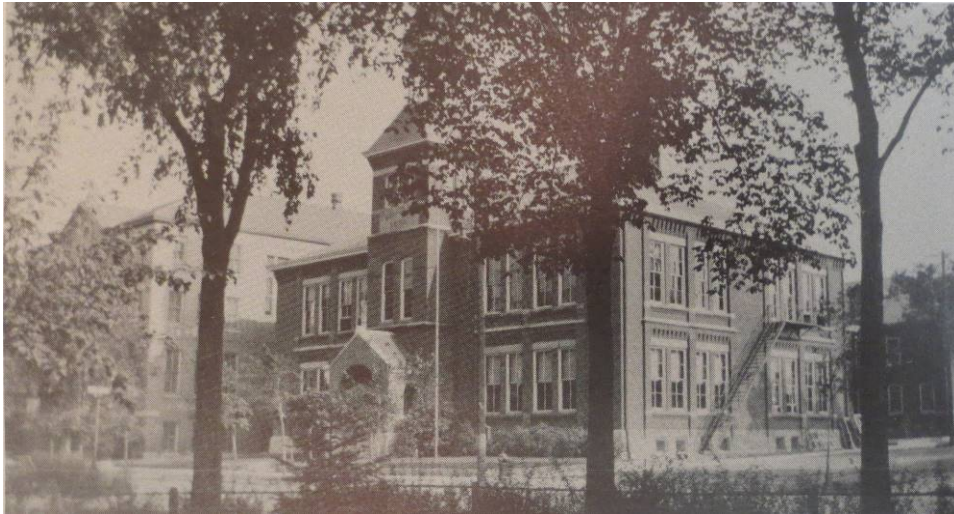
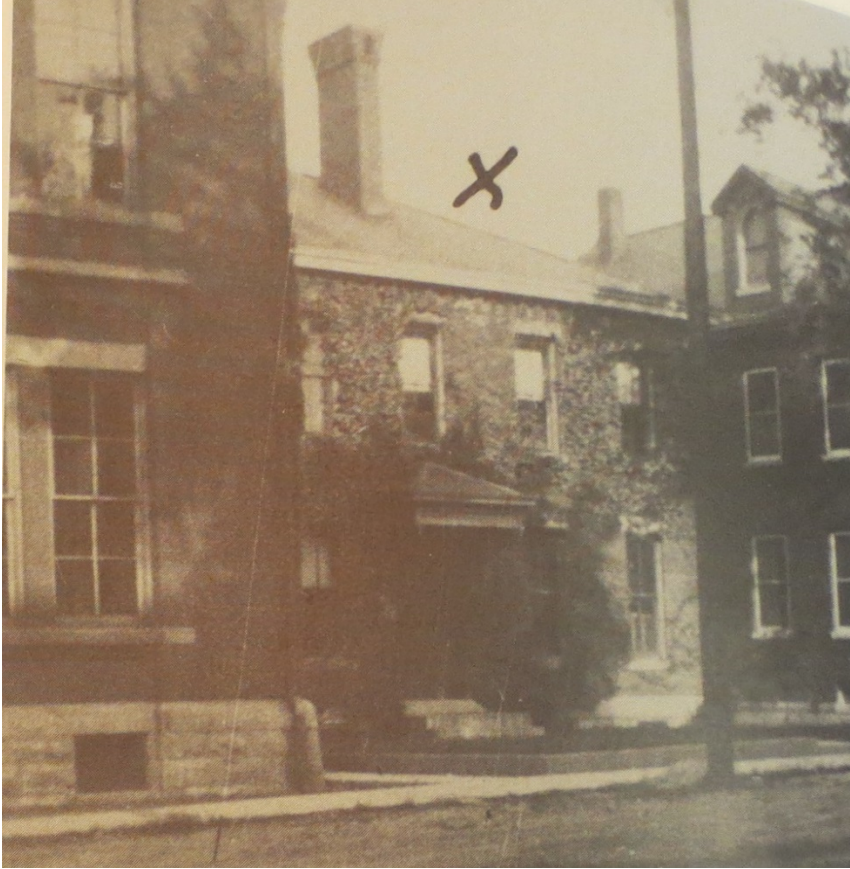


Figure 28. The new St. Mary's Convent built in 1923, south of the original convent annex at the rear (south) of St. Mary School, 1923 (Harris 1986: 44).



In 1932, the sisters' annex was demolished and the school building was expanded to double its original size. Around this time, the building was remodeled, and the center bell tower was removed and with it the original concrete inscription that read "St. Mary School 1886." The building façade was subsequently altered, with a new central pavilion added and embellished with concrete pilasters and courses; the arched brick porch was removed; 2/2 sash windows were replaced with 9/9 windows; the primary façade entry doors replaced; and two interior brick chimneys were removed. The nineteenth century Victorian building had been transformed into a typical 1930s neoclassical public building (Figure 29). The interior of the building was modernized with drop ceilings and new materials throughout in the 1950s (Harris 1986:29).

Figure 29. St. Mary School, view southeast, 1986 (Harris 1986: 6).



At an unknown date after 1986, the windows and doors on the school were again replaced with their current materials. The 1930s-era 9/9 windows were replaced with upper metal panels and lower metal or vinyl slider panes. Transom windows were also replaced with large single or double panes. The building as it stands today exhibits these latest alterations (Figure 30-Figure 33).

Figure 30. St. Mary's School, 323 10th Street (091-406-17033), view south.



Figure 31. 323 10th Street (091-406-17033), view northeast.



Figure 32. 323 10th Street (091-406-17033), view northwest.



Figure 33. 323 10th Street (091-406-17033), detail of infilled windows on the east elevation, view southwest.



The brick exterior exhibits an unusual coursing in which a common bond pattern is broken every sixth course by a Flemish bond. This coursing is consistent on both the nineteenth and twentieth century halves of the building. A concrete cornerstone on the northeast corner of the building is inscribed with "A.D. June 27 1886." The building façade (north) is symmetrical and nine bays wide. A central projecting gabled pavilion has broken pediments on both the first and second levels and shelters the main entrance. The massive main entryway contains a high, corbeled brick round arch framing replacement double-leaf doors and a replacement transom window, which are capped by a concrete header inscribed with "St. Mary's School" and a second round-arch transom window. Flanking the entryway are two pairs of raised, concrete Corinthian order pilasters. Between each pair of pilasters is a narrow vertical window opening filled in with a metal upper panel and two lower lights. Two matching windows are aligned directly above on the second floor, flanking a central square opening filled in with a horizontal metal upper panel and two lower lights. Concrete stringer courses run across the center of the façade, dividing the second level from the first and forming sills for the second story windows. The central pavilion is flanked on both sides by two sets of paired rectangular windows on each floor, all containing replacement upper metal panels over horizontal sliding panes. Windows are framed by brick pilasters, concrete sills and concrete lintels under corbeled brick lintels.

The building is 11 bays deep. Side elevation fenestration matches façade fenestration in style and arrangement. Each elevation originally contained four sets of paired rectangular windows on both floors; windows on the two north bays of the east elevation have been filled in with brick. Extant windows contain metal upper panels over horizontal sliding panes. Windows are framed by brick pilasters and have concrete lintels with corbeled brick headers. A discontinuous concrete stringer course runs between each set of windows on the first and second levels. The building is constructed on a slight slope rising towards the south, and the raised foundation under the north half of the building contains square basement lights.

The south elevation of the building facing 11th Street was constructed in 1934. The elevation mirrors the style and fenestration pattern of the north elevation, with a few divergences. The central projecting pavilion is wider, and is flanked by only one bay containing windows on either side. The top gable contains a round arch window set in a corbeled brick surround with concrete keys. The center entrance, also set in a corbeled brick round archway, is wider and lower than that on the north elevation. The entrance is infilled with modern double-leaf doors and vertical siding. A concrete entablature above the doors is inscribed with "St. Mary's School," and a round arch transom window is divided into four large lights. A concrete cornice, resting on decorative concrete modillions, spans both pairs of Corinthian pilasters flanking the center entrance.

The hipped roof of the building (originally slate) is covered with a cementitious tile, and narrow overhanging eaves are lined with copper cornice trim and flashing.

Though the building was not constructed until 1886, the history of St. Mary's School dates to the 1860s, when students from St. Mary's Parish attended the inter-parochial school St. Ambrose on Washington and 4th Streets. Older students from St. Mary's Parish also attended St. Ambrose Academy, a day and boarding school that occupied the former mansion of Chauncey Blain on the corner of Wabash and 4th Streets. In 1886, all students—the Irish from St. Ambrose and the Germans from St. Mary's—moved into the new St. Mary's School on 10th Street. The student body, originally three-quarters German, numbered 250, including both primary and secondary grades. Within 10 years, it had reached 440. Enrollment continued to rise steadily over the next several decades, and after several interior rearrangements, an additional building was constructed to support the overflow. Circa 1915, Marquette Hall, a four-story rectangular brick building with neoclassical and Gothic influence, was built adjacent to St. Mary's School on the east. The building was designed to serve a multipurpose parish function, one of which was providing much needed classroom space. By 1937, 800 primary level students attended St. Mary's School, and the entire high school population had moved into Marquette Hall (Harris 1986:23, 31-33).

St. Mary's Grade School enrollment peaked during the 1950–1951 school year at 894. The formation of two new Catholic parishes and schools in Michigan City during the 1950s—Queen of All Saints and Notre Dame—alleviated the crowded school on 11th Street. At the same time, a new St. Mary's High School was constructed. The two-story building entirely enveloped Marquette Hall, covering its historic façade and requiring the removal of its upper floors. The 1960s brought about additional changes in the parochial composition and dynamics of Michigan City's Catholic population. In 1968, St. Mary's High School became "Marquette High School," serving Catholic high school students city-wide, rather than just those belonging to St. Mary's Parish. Marquette High School today is the oldest Catholic high school in the Diocese of Gary, Indiana (Harris 1986:37-42).

St. Mary's School (091-406-17033) may have held significance under Criteria Consideration A for its historic architecture. Designed by Renkawitz, the same architect who designed the 1868 church, the Victorian-inspired architecture of the building originally expressed unity with its parent church through its design, form, and materials, and stylistic details. The building typified the late nineteenth-century urban American schoolhouse with its two-story, brick construction and central bell tower. Much of its original salient features, most notably the bell tower, were removed or substantially altered in the 1930s remodeling. The resultant neoclassical style may have earned architectural significance in its own right; however, additional alterations undertaken in the latter half of the twentieth century removed character-defining features from this historic period as well, negatively impacting the building's integrity of design, workmanship, and materials. Key architectural features lost during these latter renovations include all of the building's historic windows and doors. Due to this cumulative loss of integrity, St. Mary's School no longer conveys its architectural significance from its prime years of operation (1886–1951).

St. Mary's School is additionally significant under Criteria Consideration A for its role in providing Catholic education in Michigan City. The school was a vanguard of parochial education in the city. It represented the transformation of a fledgling two-room converted schoolhouse serving 75–90

students under the charge of St. Ambrose Parish, to a two-story, brick building that would reach its capacity at 800 students in 1937; its subsequent overflow precipitating the establishment of a separate high school in the adjacent Marquette Hall. The new St. Mary's High School existed as such for less than 20 years before its translation into the city's only Catholic high school. The school buildings underwent several expansions, renovations, and improvements that reflected the parish school system's growth and success during the late nineteenth and twentieth centuries. Though these physical alterations have impacted the integrity of design, materials, and workmanship of St. Mary's School and resulted in its inability to convey particularly its historic architectural significance, it is the change in the building's purpose today that finally belies its significance as the formative agent of Catholic parochial education in Michigan City. St. Mary's Grade School closed in the late twentieth century, and the building is now a center for Catholic social work rather than parochial education. St. Mary's School has lost its historic integrity of association and feeling. St. Mary's School is, therefore, recommended *Not Eligible* for individual listing in the NRHP.

6.3.3 091-406-21101 – ST. MARY'S RECTORY, 411 W. 11TH STREET, MICHIGAN CITY (NOTABLE)

The 2-story brick rectory was rated a Notable building in 1989, eligible under Criterion C for its architecture. The building stands on the north side of 11th Street and faces south, connected via a hyphen to St. Mary's Church on the east. Constructed in 1932, the rectory exhibits elements of several styles, resulting in an overall eclectic design (Figure 34, Figure 35). Style elements represented include Colonial Revival, Tudor Revival, and Art Deco. The building has a rectangular plan and a hipped roof covered in cementitious tile. Narrow overhanging eaves are closed with modern soffit. The foundation under the main block is not visible from the public ROW, but is mostly likely concrete. Similar to the brick walls on St. Mary's School, the brick exterior is laid in the common bond pattern, broken every eighth (rather than sixth as on the school building) course by a Flemish bond.

The building façade (south) is asymmetrical, with identical 2-story pedimented bay windows bracketing the façade. Towers are slightly inset from the building corners, which are embellished with concrete quoins. Two square brick chimneys with stepped bases are located at the front corners (southeast and southwest) of the building. The main front entry is located off-center and is Art Deco in style. A single-leaf door, covered with a storm door, has sidelights and sits in a concrete block surround capped with fluted blocks and a concrete, diamond-scored entablature featuring a center shield with a cross. An onion dome awning is suspended over the doorway below the entablature. Directly over the door, on the second story, is a pair of wood 1/1 sash windows. The remaining windows on the façade wall are a combination of variously sized 1/1 wood sash and replacement vinyl casement over awning windows. All windows rest in wood surrounds and have brick headers. Bay window towers are Colonial Revival in character, containing symmetrical fenestration on both levels that consists of single vinyl casement over awning windows on canted side elevations, and pairs of 1/1 wood sash windows on the front elevations. Windows rest in wood surrounds and have brick headers. Both tower gables contain a rectangular wood vent.

Visible side elevation windows are 1/1 wood sash. A 1-story, L-shaped, cross-hip roof brick addition is located on the west (side) elevation. Upper walls of the addition are clad in vertical wood siding, and windows are small square vinyl lights over glass block. Doors are non-historic single-leaf slabs. Gabled dormers with wood siding are located on the rear roof slope of the building.

Though the St. Mary's Rectory displays a relatively unusual combination of twentieth-century architectural styles, the building is not a masterful example of any singular or eclectic style. The building elements of Colonial Revival, Tudor Revival, and Art Deco are better and frequently represented in architecture throughout Michigan City, the state of Indiana, and the nation. Furthermore, the replacement of doors and windows with modern materials has compromised the rectory's original architectural character and design. The building, constructed some 60 years

after the original St. Mary's Church and nearly 50 years after the construction of the original school, does not hold sufficient individual significance in association with related historic themes such as the establishment of institutional Catholicism in Michigan City, nineteenth century Catholic immigrants, otherwise eligible under Criteria Consideration A. Due to a lack of significance, St. Mary's Rectory is recommended *Not Eligible* for individual listing in the NRHP.

Figure 34. St. Mary's Rectory (091-406-21101), view west.



Figure 35. St. Mary's Rectory (091-406-21101), view northwest; former rectory and convent (now Angela House) visible at left.



Historic District Evaluation for St. Mary of the Immaculate Conception Complex

During the survey of the three properties associated with St. Mary's, consideration was also given to the potential for a historic district that would comprise the church (091-406-17032), grade school (091-406-17033), high school (091-406-17034), rectory (091-406-21101), and the former rectory/convent (now Angela House).

The historic district of St. Mary of the Immaculate Conception would be significant under Criteria Consideration A for its role in the early immigrant-driven settlement of Michigan City, specifically its Irish and German Catholic laborer population of the mid- and late-nineteenth century; as well as for its formative and prominent role in providing Catholic parochial education in the city. St. Ambrose and St. Mary's Parishes were both considered mission parishes during the nineteenth century, and were served by priests and nuns of the Holy Cross order out of South Bend (Notre Dame), Indiana. Catholics, mostly Irish, German, and Polish, constituted a substantial minority of Michigan City's population at this time. As early as 1854, 300 of Michigan City's 2,000 residents were Catholic. The number grew quickly and steadily as expanding industries required an ever-larger labor force. Over the next century, four additional Catholic parishes were founded in Michigan City, including the German-Catholic St. Mary's; the Polish-Catholic St. Stanislaus in 1891; and Queen of All Saints and Notre Dame in the 1950s. All of these parishes included parochial schools, though only St. Mary's ever provided secondary education. St. Mary's absorbed St. Ambrose's Parish in the 1880s, and functioned for several years as the only religious and educational center for Michigan City's Catholic immigrant population, until the establishment of St. Stanislaus.

In 1886, St. Mary of the Immaculate Conception campus included the church, grade school, attached convent, and rectory. The parish buildings multiplied over the next 50 years. The wood-frame rectory stood southwest of the church until it was replaced by a new 2.5-story brick building c. 1900. Marquette Hall, a multi-purpose parish building, was constructed next to the school in 1914. In 1932, the current rectory was built south of the church, and the convent moved into the former rectory west of the church (Figure 36). A third floor was added to the convent in 1937, resulting in the current form and size of the parish's Angela House (Figure 37, Figure 38). Also in 1937, Marquette Hall, which had long been accommodating overflow from St. Mary's School, was fully converted into St. Mary's High School.

**Figure 36. St. Mary's former rectory and convent (now Angela House at 412 W. 10th Street),
view southwest, c. 1900 (Manaher 1992: 42).**



Figure 37. Former rectory and convent at 412 W. 10th Street, view southwest.



Figure 38. View southeast towards (right to left) former St. Mary's rectory/convent, church, and grade school.



Around this time, the church and school also underwent substantial changes to their design and scale, impacting their individual integrity as discussed in more detail above. St. Mary's High School was built in 1954 (IHSSI No. 091-406-17034, rated in 1989 as non-contributing), and completed the parish's hold on two entire city blocks. The new 2-story brick building was constructed in the mid-century modern style with a flat roof, wraparound corner windows, glass block, and vertical concrete accents. It enveloped Marquette Hall and resulted in the demolition of the 1914 building's top two floors (Figure 39-Figure 43). St. Mary's High School (now Marquette High School) may have attained architectural significance for its modern character typical of mid-century school buildings throughout the nation; however, its particular situation within the St. Mary's historic complex represents instead a rupture in the continuity and unification of the parish's architectural character.

Figure 39. Marquette Hall, c. 1914, view southeast (Harris 1986: 42).



Figure 40. Marquette Hall, c. 1928 (Harris 1986: 50).



Figure 41. St. Mary's High School, c. 1955, view southeast (Harris 1986: 54).

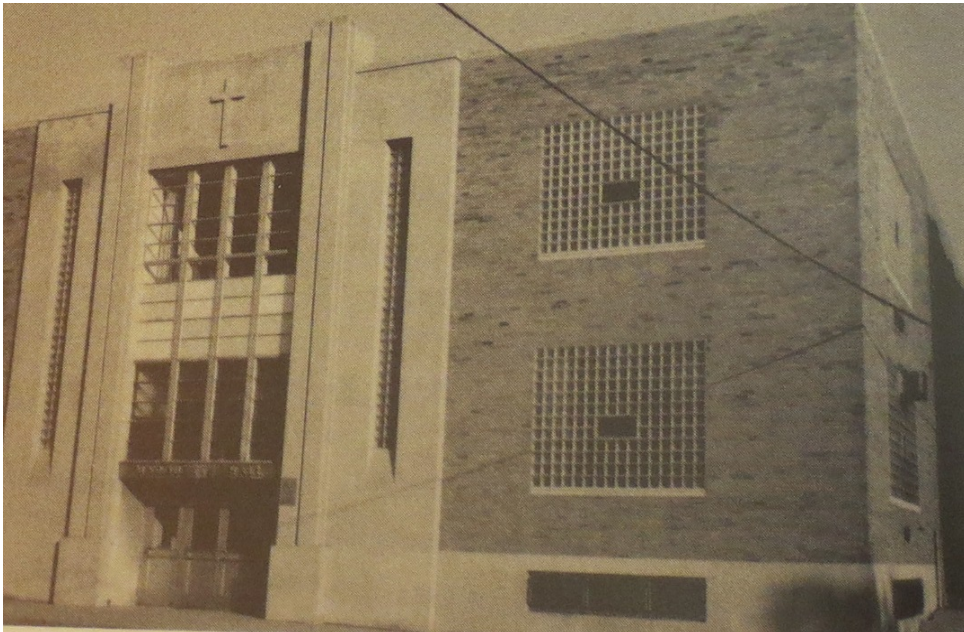


Figure 42. St. Mary's High School, c. 1955, view southwest (Harris 1986: 52).



Figure 43. St. Mary's School (091-406-17033) on right; Marquette High School on left.



The construction of the high school represented a new break with the parish's architectural heritage, a pattern that had been initiated with the first character-altering modifications undertaken to the grade school and church in the 1930s, and continued throughout the twentieth century. In addition to this loss of integrity of design, materials, and workmanship, the campus' integrity of association and feeling has been impacted by the alteration of the buildings' historic purposes. The most detrimental of these was closure of St. Mary's Grade School, and the relocation of the remaining school operations (Marquette High School) to a modern facility across

the street. The old St. Mary's School at the southeast corner of 11th and Buffalo Streets now serves primarily to house a charity organization. Similarly, the convent building, which historically was a residence for the parish priests and nuns, currently also serves a social work function. The change in occupation of the former school and convent buildings presents a major and unprecedented alteration in the historic dynamic that existed among the multi-building campus. The parish complex—once significant for its architectural and spatial unity that distinctly expressed and enabled the integrated Catholic worship, education, residency, and outreach shaped by the evolving German, Irish, and Midwestern American heritage of its parish members—no longer retains this historic feeling of cohesiveness and connectivity. Due to a collective loss of integrity of design, workmanship, materials, feeling, and association, the St. Mary of the Immaculate Conception complex is recommended *Not Eligible* as a historic district.

6.3.4 091-406-21102 – 1109 MANHATTAN STREET, MICHIGAN CITY (CONTRIBUTING)

The 1.5-story dwelling at 1109 Manhattan Street was rated Contributing in 1989 for its architectural significance. The dwelling stands on the west side of Manhattan Street and faces east (Figure 44, Figure 45). Constructed c. 1880, the original, main block of the front-gable building sits on a concrete block (possibly later infill to a pier) foundation. Originally a simple rectangle in plan, the building was soon after its original construction enlarged with a shed-roof side addition on a brick foundation on the south elevation. Later (but historic-age) additions include a hipped-roof bump out on the north (side) elevation and two gabled rear additions. The building is clad in wood clapboard, and the roof is covered in asphalt shingles. The full-width front porch is raised with a wood deck on piers, and has a hipped roof supported by square wood posts. Two original turned wood posts remain at façade corners.

The National Folk-style house exhibits elements of the Greek Revival style as well, including its front-gable form and pedimented doors and windows. Windows on the first-level façade are likely original or historic replacement 2/2 wood sash. The door is a replacement with a rectangular transom. Second-story and addition windows are 1/1 sash with metal storms. A central brick chimney pierces the roof ridge.

Figure 44. 1109 Manhattan Street (091-406-21102), view northwest.



Figure 45. 1109 Manhattan Street (091-406-21102), view southwest.



Research did not reveal the property at 1109 Manhattan Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). However, the dwelling merits NRHP-listing as a contributing resource to the recommended DeWolfe's Addition Historic District (Section 6.4.4), which is significant under Criteria A and C. 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. These architectural features were historically common in Michigan City around the turn-of-the-twentieth century, but have undergone widespread replacement throughout the city's residential neighborhoods. The property associated with 091-406-21102 is, therefore, recommended *Eligible* as a *Contributing* property to a potential historic district.

6.3.5 091-406-21103 – 1101 ELSTON STREET, MICHIGAN CITY (CONTRIBUTING)

The 1.5-story dwelling at 1101 Elston Street was rated Contributing in 1989 for its architectural significance. The building stands on the west side of Elston Street and faces east (Figure 46, Figure 47). Constructed c. 1880, the cross wing building exhibits elements of the Queen Anne style. It sits on a raised brick foundation and rusticated concrete under the front porch. The hipped roof porch covers the front gable wing and wraps around the northeast corner of the building. The porch has a replacement wood deck and balustrade and wood Tuscan columns. The building is clad in vinyl, and the roof is covered in asphalt shingles. Windows are replacement vinyl sash, and the main door, located at the recessed northeast corner, is also a modern replacement. The front gable is embellished with an original lace-like bargeboard. Additional historic features include the center brick chimney and the first-story bay window on the north (side) elevation.

Figure 46. 1101 Elston Street (091-406-21103), view south.



Figure 47. 1101 Elston Street (091-406-21103), view northwest.



Research did not reveal the property at 1101 Elston Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). However, the dwelling merits NRHP-listing as a contributing resource to the recommended DeWolfe's Addition Historic District (Section 6.4.1), which is significant under Criteria A and C. The building, which exhibits its original

form and bargeboard, possesses architectural significance as a local example of the Queen Anne style. However, multiple character-defining features, such as wood siding, windows, doors, and porch materials, have been lost, and the building does not retain integrity sufficient for individual NRHP-listing. The property associated with 091-406-21103 is, therefore, recommended *Eligible* as a *Contributing* resource to a potential historic district.

6.3.6 091-406-21105 – 1116 OHIO STREET, MICHIGAN CITY (CONTRIBUTING)

The 2-story dwelling at 1116 Ohio Street was rated Contributing in 1989 for its architectural significance. The dwelling stands on the east side of Ohio Street and faces west (Figure 48, Figure 49). Built c. 1880, the dwelling has a cross wing form and sits on a raised parged foundation. A modern wood deck is attached at the southwest (front) corner. The entry porch is sheltered under a flat roof and contains a replacement modern door. The building is clad in asphalt roll and the roof is covered in asphalt shingles. Eaves are closed with modern soffit. All windows are replacement 1/1 with metal storms.

Figure 48. 1116 Ohio Street (091-406-21105), view northeast.



Figure 49. 1116 Ohio Street (091-406-21105), view southeast.



Research did not reveal the property at 1116 Ohio Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). Though the building likely was significant under Criteria A and/or C within the context of the recommended DeWolfe's Addition Historic District, non-historic alterations have resulted in a loss of the building's historic materials. Alterations include new siding, windows, doors, and front porch. However, the form of the building remains intact, and though the building does not retain sufficient integrity to merit individual NRHP eligibility, it does contribute to the collective significance of the recommended DeWolfe's Addition Historic District. The property associated with 091-406-21105 is, therefore, recommended *Eligible* as a *Contributing* resource.

6.3.7 091-406-21106 – 1115 OHIO STREET, MICHIGAN CITY (CONTRIBUTING)

The 2-story dwelling at 1115 Ohio Street was rated Contributing in 1989 for its architectural significance. The building stands on the west side of Ohio Street and faces east (Figure 50-Figure 52). Built c. 1880, the Queen Anne style dwelling has a cross wing form and sits on a raised brick foundation. It is clad in wood clapboard with fish scale and diamond shingles in the gables. The roof is covered with asphalt shingles. The wraparound front porch is covered by a flat roof supported by original turned posts with spindlework. The porch balustrade is replacement latticed concrete block. Windows are replacement 1/1 sash and have original square wood surrounds and cornices. The front door, located at the recessed southwest porch corner, is a replacement single leaf with a molded wood surround. Several windows have multi-light transoms. A bay window on the south (side) elevation has a hipped roof and paneled upper walls. A small gable addition is located on the north (side) elevation.

Figure 50. 1115 Ohio Street (091-406-21106), view northwest.



Figure 51. 1115 Ohio Street (091-406-21106), view southwest.



Figure 52. 1115 Ohio Street (091-406-21106), front porch detail.



Research did not reveal the property at 1115 Ohio Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). However, the dwelling merits NRHP-listing as a contributing resource to the recommended DeWolfe's Addition Historic District (Section 6.4.4), which is significant under Criteria A and C. The building possesses architectural significance as a local example of 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 is recommended *Eligible* as a *Contributing* resource to the recommended DeWolfe's Addition Historic District.

6.3.8 091-406-21150 – 1004 KENTUCKY STREET, MICHIGAN CITY (CONTRIBUTING)

The 1-story gas station at 1004 Kentucky Street was rated Contributing in 1989 for its architectural significance. The building stands on the east side of Kentucky Street and faces northwest (Figure 53, Figure 54). Built c. 1925, the twentieth-century modern building has a rectangular form and sits on a slab on grade and CMU foundation. The building is separated into two connected masses; the original mass is clad in white brick and the other is an attached CMU garage addition. The flat roof is covered with asphalt rolls. A hipped roof carport extends off the original building and is supported by two thick square columns also clad in white brick. The original mass has one 8/8 double-hung window in its north façade and a fixed window in its west façade with an adjacent boarded-up door. The CMU addition has two garage door openings in this west façade – one boarded up with a pair of double doors set within – and two fixed 12 light industrial windows in the east façade.

Figure 53. 1004 Kentucky Street (091-406-21150), view east.



Figure 54. 1004 Kentucky Street (091-406-21150), view southwest.



Research did not reveal the property at 1004 Kentucky Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). However, the filling station is a locally significant resource under Criterion A as it 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. The building is recommended *Eligible* for listing in the NRHP.

6.3.9 091-406-21151 – 902 11TH STREET, MICHIGAN CITY (CONTRIBUTING)

The 1-story garage at 902 11th Street was rated Contributing in 1989 for its significance in local transportation and architecture. The rectangular building stands on the south side of 11th Street and faces north (Figure 55, Figure 56). The garage building was constructed as a filling station c. 1930. The building has a flat roof with a tiered parapet. A false mansard roof with deep overhangs and covered with synthetic shingles wraps around the northeast section of the building. The building originally consisted of a two-bay auto garage on the west side, and an office on the east bays. The two auto bays today contain modern rollup doors. The façade additionally had two adjacent pedestrian doorways, one into the garage and one into the office. The office door has been infilled, though its transom window remains intact; the garage door has been replaced with a smaller modern door. An original multi-light store front office window has been infilled with solid material, with just two top corner lights exposed.

Two large windows on the west (side) façade have been infilled in with concrete block and a single top row of glass block. The east (side) elevation contains a partially enclosed sash window and one wood panel door. A square brick chimney is located on the east elevation.

Figure 55. 902 11th Street (091-406-21151), view southeast.



Figure 56. 902 11th Street (091-406-21151), view west.



The garage at 902 11th Street may have been significant for its historical and architectural themes related to local transportation; however, the building has lost a substantial amount of character-defining features. Modern auto doors, and infilled windows and pedestrian doors have resulted in a loss of the building's integrity of design, workmanship, materials, association, and feeling. The property associated with 091-406-21151 is, therefore, recommended *Not Eligible* for listing in the NRHP.

6.3.10 091-406-21153 – BILL'S BODY SHOP, 501 CHICAGO STREET, MICHIGAN CITY (CONTRIBUTING)

The 1-story automotive body shop (Bill's Body Shop) at 501 Chicago Street was rated as Contributing in 1989 for its significance in local transportation and vernacular construction. It is located on the west corner of the juncture of Chicago Street, Kentucky Street, and 10th Street and faces east (Figure 57, Figure 58). Built c. 1925 as a gas station, it replaced an earlier dwelling on the lot after the adjacent Chicago SSL bisected the block. The gas station structure is of riveted steel construction, on a cement foundation with a deep pump canopy supported on steel posts with curved brackets and beveled sheet metal cornice. There is a central entrance on the façade. Both the door and the surrounding structure have metal multi-light casements forming the upper half of the façade. Windows on both the north and south elevations of the structure are covered with plywood. A rear cinderblock garage addition dates from the mid-twentieth century. The garage addition includes a single modern roll-up door, a modern steel door with no lights, and a single casement window on the west end of the north façade. Above the door are five horizontal glass blocks acting as a transom light. An adjoining small yard on the south is enclosed by a picket fence of indeterminate age.

Figure 57. Bill's Body Shop at 501 Chicago Street (091-406-21153), view northwest.



Figure 58. Bill's Body Shop at 501 Chicago Street (091-406-21153), view southwest.



Research did not reveal the former gas station at 501 Chicago Street to be associated with any events, themes, or person significant in local, state, or national history (Criteria A and B). The building is an average representation of an early automobile-era building and lacks any distinctive, typical, or original characteristics of period commercial styles or types, or any other architectural style, form, type, period, or method of construction; nor is it the work of a master

which would make it significant under Criterion C. Furthermore, a prominent subsequent addition at its rear has affected the building's original design. The property is not likely to yield information important to historical or prehistoric study (Criterion D). The property associated with 091-406-21153 is, therefore, recommended as *Not Eligible* for listing in the NRHP.

6.3.11 091-406-21152 – 911 KENTUCKY STREET, MICHIGAN CITY (CONTRIBUTING)

The 2-story dwelling at 911 Kentucky Street was rated Contributing in 1989 for its architectural significance, as an example of the Italianate and Queen Anne styles. The dwelling stands on the northwest corner of 10th Street and Kentucky Street and faces east (Figure 59, Figure 60). Built c. 1900, the building was likely a single-family home that has been converted into a duplex. It has a rectangular plan with a bay protruding south on the southeast corner and a rectangular addition on the northwest corner. The duplex consists of a full English basement with a brick exterior, and a second-story front-gable unit clad in vinyl. A modern wood staircase gives access to a second-story replacement porch. The porch covers the full width of the front-gable façade. The northeast corner of the duplex is single story and has a flat roof.

Most of the windows are single, with one double located on the second story above the bay and another on the first story to the north of the entrance. The first-story windows and door retain their segmental arch shape and include rectangular 1/1 and 2/2 sash. Second-story windows are also rectangular 1/1 sash, with 2/2 wood sash windows at the northeast corner. Three narrower and shorter windows are on the north side of the dwelling on the first floor. The light in the northwest addition is a wood 2/1 sash, and is located between the two stories. The first floor windows also retain their original sills, and some retain wood entablatures with plain cornice, frieze, and architrave. There is a modern attic fanlight above the second-story door on the east façade. Both entrances have modern replacement steel doors without lights. Modern soffits and gutters are present, but bargeboards with dentils remain visible on the bay window and the northeastern portion of the first story.

Figure 59. 911 Kentucky Street (091-406-21152) view northwest.



Figure 60. 911 Kentucky Street (091-406-21152) view southwest.



Research did not reveal the property at 911 Kentucky Street to be associated with people, events or themes significant in local, state, or national history (Criteria A and B), nor is it likely to yield information important to the study of history or prehistory (Criterion D). Though potentially significant under Criterion C, major alterations to the second story, including vinyl cladding and replacement glazing and doors, have obscured the building's original design, form, materials, and architectural features and style. The building's historic appearance is indiscernible. The property is therefore recommended *Not Eligible* for listing in the NRHP.

6.3.12 091-406-21080 – 505 11TH STREET, MICHIGAN CITY, (NOTABLE)

The 1.5-story dwelling at 505 11th Street was rated Notable in 1989 for its architectural significance. The dwelling stands on the south side of 11th Street and faces north (Figure 61-Figure 63). Built c. 1870, the dwelling has an L-plan and rests on a raised brick foundation with recessed lights. It has a raised front porch extending the full width of the ell. Windows are single and paired 2/2 sash on the first floor, and 6/6 sash on the gable. Narrow overhanging eaves are closed. One central brick chimney is present at the juncture of the cross wings. There is one gabled outbuilding clad in narrow horizontal wood siding.

Figure 61. 505 11th Street (091-406-21080), view southeast.



Figure 62. 505 11th Street (091-406-21080), view southwest.



Figure 63. 505 11th Street (091-406-21080) in 1989, prior to character-altering modifications, view south (Davis 1989).



When surveyed in 1989, the house still retained its wood siding, original wood porch with turned balustrade, and wood architraves. These character-defining features, essential to the building's significance as a form of nineteenth-century American folk housing, have all since been replaced with modern materials. The dwelling is currently clad in vinyl siding, with vinyl casements on the windows and vinyl or metal storms installed over the original wood sash. The porch balustrade and posts have been replaced with square wood posts and railing. Due to the loss of its historic material and design elements, 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 Elston Grove Historic District boundary expansion.

6.3.13 091-406-21081 – 1102 CEDAR STREET, MICHIGAN CITY (OUTSTANDING)

Formerly the First Christian Church, this vacant church building was constructed c. 1925 in the Spanish Mission Revival Style. It was rated Outstanding in the LaPorte County Interim Report of 1989, eligible under Criteria Consideration A for its architecture. The church stands on the southeast corner of 11th Street and Cedar Street and faces west (Figure 64-Figure 68). The building has a rectangular plan with a front parapet gable flanked by twin towers, and transecting parapet gables at the rear (east). A flat-roof, square brick addition was built on the rear of the building c. 1960. The church exterior is clad in running bond brick, with the lower level featuring a five-course raised stretcher pattern. A horizontal concrete stringer course crosses the lower half of the façade and extends around both side elevations. The two 3-story square towers frame the center curved gable parapet façade (west elevation). The towers are capped by raised octagonal copper-domed cupolas. Cupola walls feature decorative brick-notched joints and round-arch openings filled with wood vents. The gable roof over the main block of the building is covered with asphalt shingles, and at the time of survey, appeared to be undergoing repairs or alterations.

Original façade and tower window openings are rectangular with replacement fixed and awning lights and concrete sills. A raised basement contains replacement glass block windows. The 3-story façade is symmetrical, with concrete architraves accenting the center bay doors and

windows. On the primary level, the double-leaf glass and metal replacement doors and a semicircle transom framed with concrete pilasters and entablature engraved with "First Christian Church." Center bay windows on the second and third levels are framed with concrete pilasters, lintels, scroll feet, and segmental pediments.

The five center bays on each side elevation (north and south) contain a pair of round-arch windows with replacement awning and fixed lights, with some lights missing or boarded over. Windows are capped with rounded double-course brick header hoods. Bays are divided by brick buttresses. Side elevations are embellished with stretcher brick cornice bands with inset concrete diamonds. A raised double course soldier course runs across the side elevations between windows.

The two rear bays on both side elevations of the original portion of the building are contained under the curved parapet gable that matches the profile of the façade gable. Fenestration, likely originally symmetrical, consists of single and paired fixed over awning lights with concrete sills. A pair of window openings in both gables is filled in with brick. The basement is fully raised under this rear portion of the building, and contains multi-light glass block window with concrete sills. A concrete stair with an attached wood accessibility ramp leads to metal and glass double-leaf doors on the primary level of the south elevation. A square brick chimney is located at the juncture of the cross wings on the north elevation.

The c. 1960 addition is three stories with a fully raised basement on the rear (east) elevation (Figure 68). It features vertical bands of awning windows and metal panels. Glass block lights arranged in the shape of a cross are located above the south side entryway. Brick pilasters alternate with window columns on the rear elevation. The primary exterior entryway to the addition is located on the south elevation, and consists of a concrete stair bracketed by massive concrete knee walls leading to double-leaf doors recessed under a square concrete hood and walls. A secondary entrance is located at grade on the north elevation. The roof of the addition is flat and the cornice is lined with concrete trim.

Figure 64. 1102 Cedar Street (091-406-21081), view northeast.



Figure 65. 1102 Cedar Street (091-406-21081), view southeast.



Figure 66. 1102 Cedar Street (091-406-21081), view northwest.



Figure 67. 1102 Cedar Street (091-406-21081), view east towards façade.



Figure 68. 1102 Cedar Street (091-406-21081), view north towards c. 1960 rear addition.



Research did not reveal the church at 1102 Cedar Street to be associated with historic themes, patterns, events, or individuals significant in local, state or national history (Criteria A and B). Nor is the property likely to yield information important to historical study (Criterion D). 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 (Criterion C). The style is

unique for a church in Michigan City, and is most prominently exhibited by the shaped parapet gables, façade architraves, domed cupolas, and round-arch windows. However, 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. The church meets Criteria Consideration A for religious properties and is recommended *Eligible* for listing in the NRHP under Criterion C for its architecture. It is also recommended *Eligible* as a *Contributing* resource to the recommended Elston Grove Historic District Boundary Expansion.

6.3.14 091-406-21091 – 1101 FRANKLIN STREET, MICHIGAN CITY (NOTABLE)

The 2-story corner commercial building at 1101 Franklin Street was rated Notable in 1989 as an example of vernacular architecture. The building, located within the Franklin Street Commercial Historic District, stands on the southwest corner of 11th Street and Franklin Street (Figure 69-Figure 71). 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 2-story enclosed rear porch. The building shares a wall with its commercial neighbor on the south (1103 Franklin Street).

The façade (east) contains two entrances: the primary is located on the corner, and a secondary door with a square transom is located on the far south bay. The secondary door is single-leaf and covered with a metal-frame storm door. The primary corner entrance is recessed with inward-canted sidelights and a rectangular transom occupied by an air conditioner unit. The single-leaf door has been covered or replaced with a modern metal-frame glass door. The wall between the two façade entries contains a large store front window pane bracketed above and below with infilled horizontal and metal sheet siding. A square wood lintel embellished with circular moldings stretches nearly the width of the façade, dividing the first and second stories. The second story of the façade contains two 1/1 sash windows with ashlar sills and lintels. Windows are covered with metal storms. The second-story canted bay contains a bay window that projects over the entryway below. The rectangular bay window contains a 1/1 sash window on each side and has wood panel trim above and below windows, ornamented with diamond moldings on the bottom panels and recessed rectangles on the upper panels. The bay window roof is flat with dentils under a flared cornice capped with a decorative iron balustrade.

The building cornice is embellished with large wood brackets and smaller wood modillions, and a frieze board featuring a fan and circle modillion pattern. The façade cornice is broken at the juncture of the canted bay with the planar east bays, and end brackets on each cornice segment are distinguished by their larger size and finial caps.

North (side) elevation fenestration on the second story consists of irregularly spaced 1/1 sash windows with ashlar sills and lintels. The first story of the north elevation contains one display window with a transom, wood lintel, and lower horizontal siding infill; and one single-leaf side entry with an infilled transom and ashlar lintel. An original window opening just west of the door is infilled with brick. The roofline of the parapet wall is tiered and punctuated by two brick chimneys.

The rear porch addition, originally an open patio with a shed roof supported by cinderblock pillars, is enclosed with aluminum siding and contains a second story with a wraparound band of 1/1 metal windows.

The parcel associated with 091-406-21091 also contains a two-bay brick garage with wood panel doors and a flat roof. The garage was likely built in the middle of the twentieth century.

Figure 69. 1101 Franklin Street (091-406-21091), view southwest.



Figure 70. 1101 Franklin Street (091-406-21091), view west.

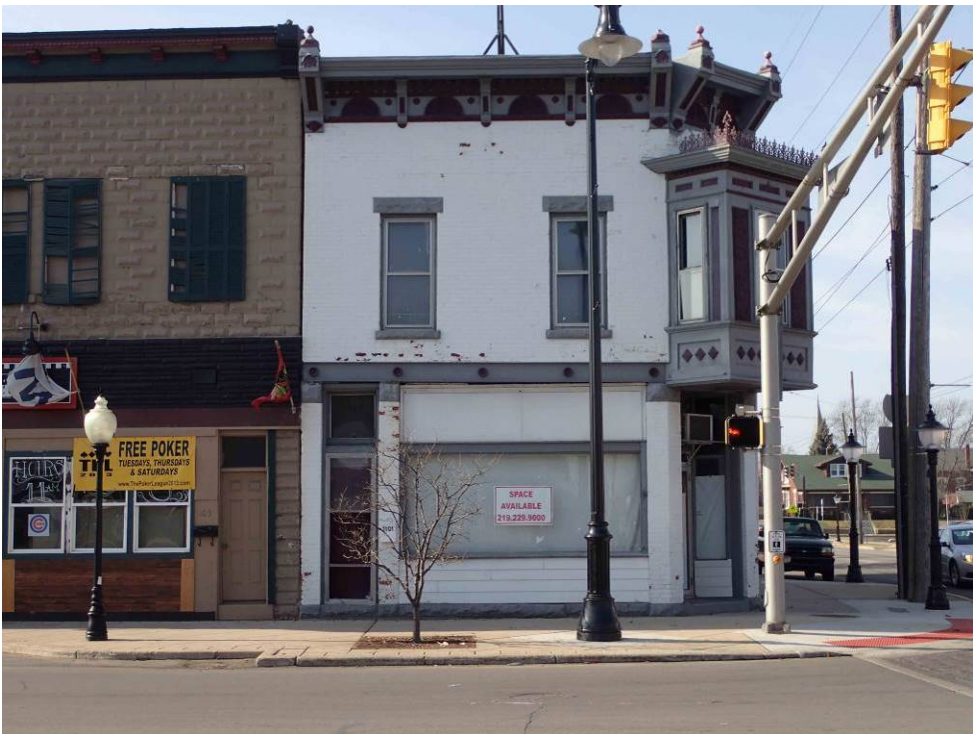


Figure 71. 1101 Franklin Street garage (091-406-21091), view southeast.



The building is a contributing resource to the Franklin Street Commercial Historic District. Franklin Street is listed on the NRHP under Criteria C and A for its significance in the areas of local architecture and commercial development of Michigan City. Research did not reveal the property to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history or prehistory (Criterion D). Though the building at 1101 Franklin Street does not possess sufficient significance to merit individual eligibility under Criterion A, it is individually eligible under Criterion C as a good local example of typical late-nineteenth century urban commercial architecture. Though its windows and doors have been replaced, the building's most distinctive features, its ornamental woodwork, remains mostly intact, including its cornice frieze, brackets, modillions, and details on the second-story bay window. Franklin Street was historically populated with many similar types and styles of buildings as 1101 Franklin, but many of these were demolished during Urban Renewal. The building at 1101 remains one of the few intact examples of its kind. No change is recommended to the eligibility status or IHSSI rating of 1101 Franklin Street, and the property is recommended *Eligible* for listing in the NRHP under Criterion C.

6.3.15 091-406-21078 – 410 YORK STREET, MICHIGAN CITY (CONTRIBUTING)

The 2-story dwelling at 410 York Street was rated as a Contributing property by IHSSI in 1989. Constructed c. 1890, the cross wing building has an L-plan. It stands on the east side of York Street and faces west (Figure 72, Figure 73). The building sits on a raised brick foundation. The façade (west) is clad in replacement vertical siding, with fish scale and diamond wood shingles in the front gable. The side elevations of the building are clad in original horizontal clapboard. An enclosed entry porch with a hipped roof is located at the northwest (front) corner of the building. The entry porch is clad in horizontal wood siding and 4/1 wood sash windows. It contains a single-leaf replacement door. A flat-roof enclosed 1-story sun porch has bands of 3/1 wood sash windows. All other visible windows on the side elevations and façade are replacement 1/1 vinyl sash. Multiple rear additions are present and are clad in a combination of vertical and horizontal siding. The roof is covered in asphalt shingles and pierced at the center ridge by a brick chimney.

Figure 72. 410 York Street (091406-21078), view southeast.



Figure 73. 410 York Street (091-406-21078), view northeast.



Research did not reveal the property at 410 York Street to have associations with individuals, events, themes, or patterns significant in local, state, or national history (Criteria A and B). Nor is the property likely to yield information important to historical study (Criterion D). 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 the recommended expansion of the Elston Grove Historic District. The building is therefore recommended *Eligible* as a *Contributing* resource to a potential district.

6.3.16 091-406-21083 – 1009 CEDAR STREET, MICHIGAN CITY (CONTRIBUTING)

The 2-story apartment building at 1009 Cedar Street was rated as Contributing in 1989 for its significance in vernacular construction in Michigan City. It is located on the west side of Cedar Street, the second structure north of 11th Street (Figure 74, Figure 75). Built c. 1910 it sits on a raised concrete block foundation with small recessed lights and is of an irregular plan. Bays run the full height of the building at the south end of the east wall and near the center of the south wall. A 2-story porch runs the length of the flat wall on the east face of the building with narrow Doric style supports at the corner. The second story of the porch has a standard wood balustrade and the first story has a wrought iron balustrade. The porch is a concrete slab on the first story and wood on the second story. A flat roof extends to cover the second story of the porch. The roof of the building is obscured behind a tall parapet wall that steps up from the rear of the building to its full height on the east wall. The top of the wall features a metal decorative cornice with brackets and a finial on the northeast corner of the building. Most of the lights are rectangular 1/1 except the two facing east in the front façade's bay, which are double width. These bay windows appear to be a singular pane with a transom light above. Most of the sills are concrete, though sills on the second story of the front façade and beneath a small square window between the two entrance doors are brick. There is an aluminum-sided addition on the south wall to the west of the secondary bay which was constructed at some point during the mid-twentieth century before the 1989 designation.

Figure 74. 1009 Cedar Street (091-406-21083), view northwest.



Figure 75. 1009 Cedar Street (091-406-21083), view southwest.



Research did not reveal the property to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). The doors are replacement modern doors and modern metal storm windows are also present. Despite this and the small mid-century addition, the building has retained its overall integrity of design, materials, workmanship, location, setting, association, and feeling. The building is of no discernible style and does not possess enough architectural significance to merit individual listing, nor does it appear to be of notable construction. However, the building is representative as a local example of vernacular forms within the Elston Grove Historic District. The property associated with 091-406-21083 is, therefore, recommended as *Eligible* as a *Contributing* resource to this historic district.

6.3.17 091-406-21092 - THE SOUTH SHORE STATION, 114 E. 11TH STREET, MICHIGAN CITY (OUTSTANDING)

The SSL 11th Street Station, constructed in 1926, is located at 114 E 11th Street (Figure 76-Figure 77). It was rated Outstanding in 1989 for its architecture. The building is also a contributing resource to the NRHP-listed Franklin Street Commercial Historic District.

The station, which is currently vacant, stands on the north side of 11th Street, facing south. This Beaux Arts-style station/depot was designed by noted Chicago architect Arthur Gerber for the CSS & SB. This large station building replaced a smaller station which had occupied a commercial building on 11th Street. The station served as a joint bus and rail station at the main transfer stop between SSL trains and the subsidiary Shore Line Motor Coach Company buses.

The 2-story rectangular building is three bays wide and constructed of brick faced in glazed terra cotta masonry units on the façade. The building reportedly has a full basement, although surveyors were not permitted to enter the building. As originally constructed, the building had a flat roof obstructed by a pedimented terra cotta parapet with an oculus decorated with a laurel wreath and swags. The building has a heavy molded terra cotta cornice that extends across the façade and wraps around the corners of the building, highlighting engaged paneled pilasters at the corners. The corners are also decorated with laurel wreaths and the cornice has egg and dart

terra cotta molding and corbels. A wide paneled frieze on the façade separates the upper story, which was originally fenestrated with paired one-light metal casements, from the first story, which originally had a large double-leaf center entry flanked by full-height sidelights and capped by a transom. The entry was flanked by large full-height commercial glass windows. All openings on the façade of the station are currently boarded. The entry is flanked by pilasters that are capped by elongated pentagons with laurel swags.

Figure 76. The South Shore Station in May 1927, soon after opening (Middleton 1970: 64).



Figure 77. Passengers line up to board the SSL, 1946 (Weiss 1983).



A large 1-story brick addition is located on the rear (north) of the building; it was largely obscured from the public ROW, but appears to have a flat roof that is pierced by a brick chimney in the southeast corner of the addition. The addition likely dates to soon after the station was constructed to accommodate increased freight service. On the east side of the façade is a 1-story, one-bay brick addition that is the only extant portion of the 1-story brick bus garage that was constructed on the east side of the station in 1927 (Figure 78). When the garage was abandoned for a new municipal maintenance garage, the bus garage was demolished in February 1976 (MCPL 1976). The remaining portion of the garage has a single-leaf entry that is currently boarded and is capped by paired six-light metal awning windows.

Figure 78. SSL Bus Garage before demolition, 1976 (MCPL 1976).



Photographs of the building indicate the windows on the façade of both stories of the station building were replaced by the 1970s. Multiple-light windows on the upper story were replaced, while the large glass windows on the first story were replaced with a combination of glass block and large glass panels.

Constructed after the purchase of the CSS & SB by Samuel Insull, the 11th Street Station was part of Insull's major modernization and improvement plan for the SSL. The plan included new

railroad cars, new ballast and ties, improvements to the distribution system, and installation of new electrical equipment and signals.

Arthur Gerber was Insull's chief railway architect and civil engineer who designed dozens of railway stations in the Chicago area. Along the SSL, Gerber also designed stations at South Bend (1928) and Beverly Shores (1929). The South Bend terminal reflected the Beaux Arts style Gerber applied in Michigan City, and Beverly Shores still stands as a typical example of Gerber's Spanish Colonial Revival type, which he built frequently, especially along the Chicago North Shore & Milwaukee Railway (North Shore Line) (Middleton 1970:65; Burke 1996:44-46). Gerber was best known for his train stations, some of which still remain in use.

As passenger service on the SSL declined after World War II, the station fell into disuse and disrepair. It was largely abandoned in the mid-1970s and was sold as part of the bankruptcy proceedings of the SSL in the 1980s. In 1998, a group of Chicago developers purchased the station with the intention of converting it to condominiums and commercial space (Burke 2016). These plans never materialized and the building currently remains vacant.

The 11th Street 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 11th Street 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 (Middleton 1970:53). Further, the station is representative of 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 Gerber. The building is also significant under Criterion C as an example of Arthur 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. Research did not reveal the property to be associated with individuals significant in local, state, or national history (Criterion B); nor is the property likely to yield information important to historical study (Criterion D).

The 11th Street 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 11th Street 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 recommended *Eligible* for individual listing in the NRHP.

6.3.18 091-406-21166 – 1002 GREEN STREET, MICHIGAN CITY (NOTABLE)

The industrial building at 1002 Green Street was surveyed in 1989 and rated Notable for its architectural and industrial significance. The original portion of the primary factory building (for purposes of identification in this report, labeled here as Building A) was constructed c. 1885 and constituted the first floor of the existing 3-story building that stands along the west boundary of the current parcel (Figure 79-Figure 82). A second brick floor that matched the first in fenestration pattern and materials was added between 1899 and 1905. By 1912, a third brick floor had been added, bringing the building to its current height. The addition also included 3-story brick tower additions on the south and east elevations. The concrete additions have crenellated cornices, and towers were capped with an additional fourth floor, square brick tower. The building has a flat roof. The building with its 1912 additions stands seven bays wide by 48 bays long. It contains rows of evenly spaced windows on each floor, all with concrete sills and segmental brick headers, and enclosed with metal panels. Brick and concrete pilasters are located at five-bay intervals. The brick exterior is laid in an eight-course common bond. At least two original doorways with segmental headers were filled in at an historic date with window openings and brick surround. A single-leaf door is located at the southeast corner of the building, and covered by a modern metal awning. Circa 1990, a 1-story, flat-roof metal warehouse addition was attached to the east tower of Building A. The modern addition contains three auto bays and one oversize bay on its east (primary) elevation.

Circa 1900, a 1-story brick warehouse (Building B), five bays wide by seven deep, was built northwest of the "I", adjacent to 10th Street (formerly Boston Street) (Figure 83-Figure 85). The 1-story block stood separately from the "I" warehouse until at least 1936; at an unknown later date, it was connected with a flat-roof addition as it stands today. The c. 1900 addition consisted of a shed roof east half adjoined to a low-pitch gabled west half. Window openings also feature segmental brick headers and concrete sills, and are enclosed with metal and wood panels on the north elevation, and concrete block on the east elevation. A metal leaf replacement door is located on the east elevation. The brick exterior was laid in a seven-course common bond pattern. Double-leaf doors with a segmental brick header are located at the northwest corner of the block.

A second 1-story brick warehouse (Building C), which may contain a c. 1885 wood frame core, was constructed immediately east of Building B c. 1900. The flat-roof building today stands eight bays wide by eight bays deep and has notched brick corners (Figure 86-Figure 88). Windows on the north elevation are rectangular with segmental brick headers and concrete sills, and are enclosed with metal panels. Windows on the east and west elevations have brick sills and segmental headers, and contain 1/1 sash windows. The east elevation also contains a modern single-leaf metal door and an auto bay with a modern roll up door installed in an original bay opening with a segmental brick header. A modern shed roof addition clad in plywood and corrugated metal is located near the northeast corner of the building.

Since the primary building's construction c. 1885, multiple additional warehouses and factory buildings have been erected and since demolished. The most substantial of these was a 2-story wood frame building that stood parallel to the c. 1885 brick building on its east side. This building occupied the center portion of the current parcel and was expanded c. 1900 to include Building C described above. This 2-story wood building was demolished at an unknown date between 1969 and 1997. Two additional long-standing buildings included a 1-story, L-shaped wood facility and a 2-story brick facility, both immediately adjacent to the 2-story wood factory building. These two buildings stood as late as 1936 and were demolished by the late 1960s.

A concrete block utility shed, constructed c. 1975, stands southeast of the historic buildings. The parcel is enclosed with a wire mesh fence, and is currently in use by "Alpha Self-Storage."

Figure 79. 1002 Green Street (09-406-21166): Building A, view northwest.



Figure 80. 1002 Green Street (09-406-21166): Building A, view north.



Figure 81. 1002 Green Street (09-406-21166): Building A, view southeast. Garage on right is located on the adjacent property.



Figure 82. 1002 Green Street (09-406-21166): Building A's modern addition, view northwest.



Figure 83. 1002 Green Street (09-406-21166): Building B (right), view southwest.



Figure 84. 1002 Green Street (09-406-21166): Building B, view south.



Figure 85. 1002 Green Street (09-406-21166): Flat roof hyphen connecting Buildings A (right) and B, view southeast.



Figure 86. 1002 Green Street (09-406-21166): Buildings C (left) and B (right), view southwest.



Figure 87. 1002 Green Street (09-406-21166): Buildings C (front) and A (rear), view southwest.



Figure 88. 1002 Green Street (09-406-21166): Building C, view southeast.



The property associated with 091-406-21166 was occupied by at least eight buildings owned and operated by the Alaska Refrigerator Company in 1884 (Figure 89-Figure 90). None of these

buildings remains extant today. By 1889, the site had been mostly redeveloped by the same company, who built Building A and possibly a core of Building C. By 1899, the property had been converted into use as a chair factory, owned and operated by Western Cane Seating Company. Though the factory passed through the ownership of several more companies in the meantime, it remained a chair factory for at least the next three decades. During this time it was owned by the Ford & Johnson Company (by 1905; Figure 91); the Midland Chair Factory (1913–1916); and the Karpen & Brothers Factory (by 1916–c.1930). By 1936, the chair factory had been converted into a hat factory, owned by Portis Brother Hat Company (Figure 92). Portis Brother Hat Company was established in Chicago in 1914 and operated until the late 1960s, which may correspond with the demolition of several main factory buildings discussed in the property description above.

Figure 89. Alaska Refrigerator Company (Building A) c. 1885, view northeast (muskegonmemories.com).



Figure 90. The Alaska Refrigerator Company in 1889, the earliest date Building A appears on an 1889 Sanborn Fire Insurance Map (Map courtesy Indiana University).

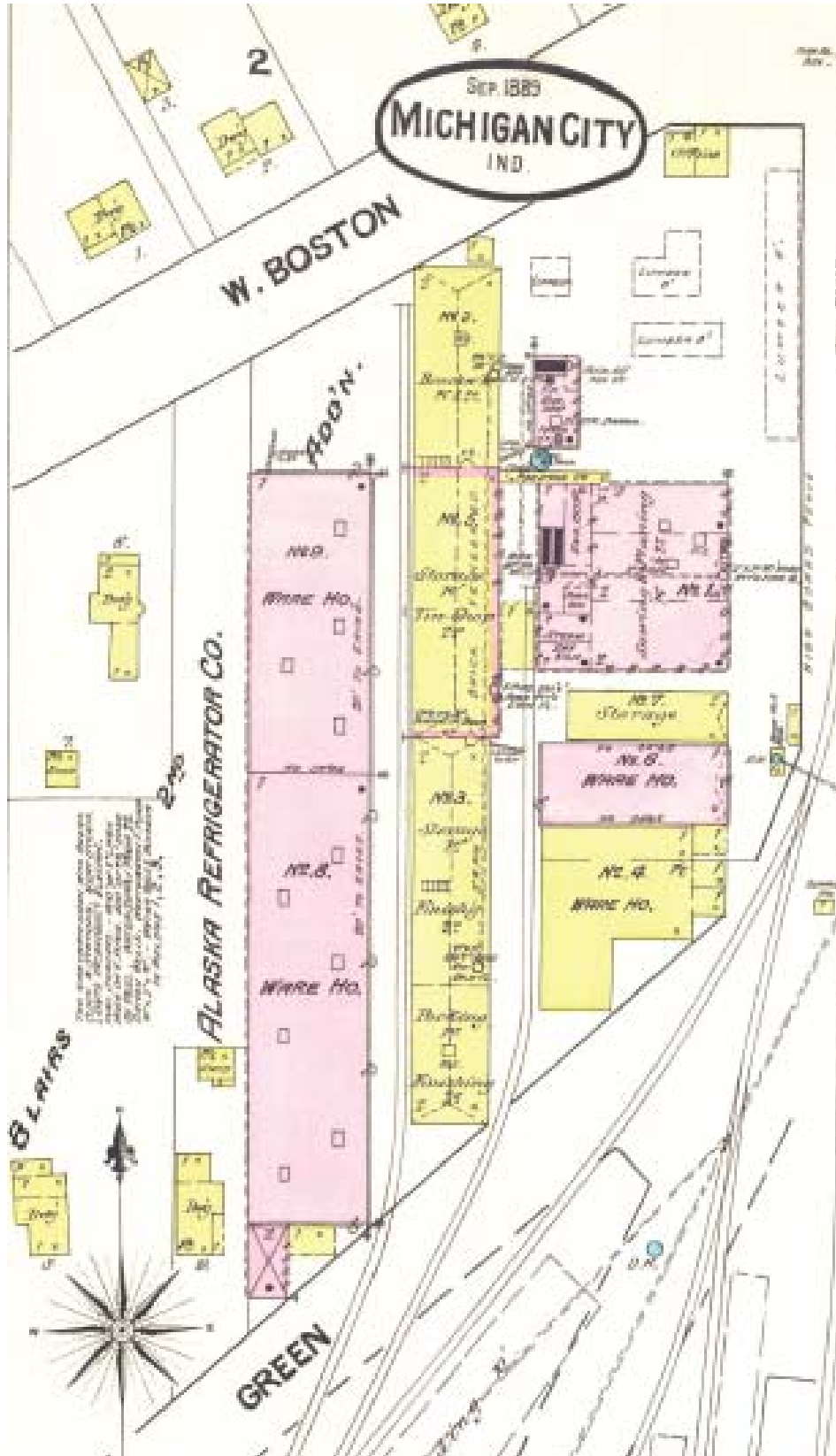


Figure 91. The Ford & Johnson Company Chair Factory, 1912 (Sanborn Fire Insurance Map, courtesy Indiana University).

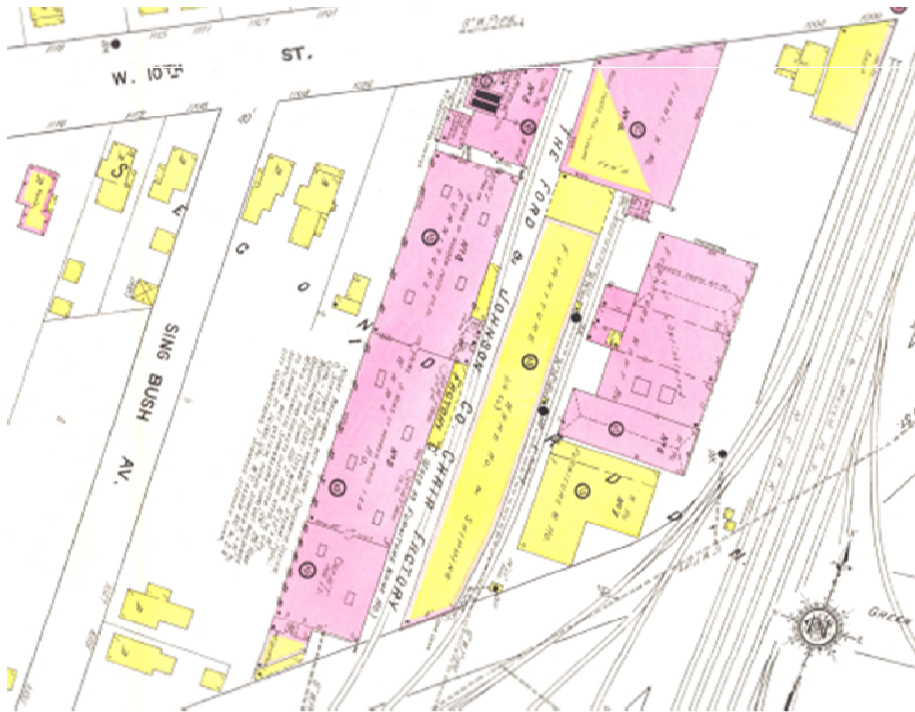
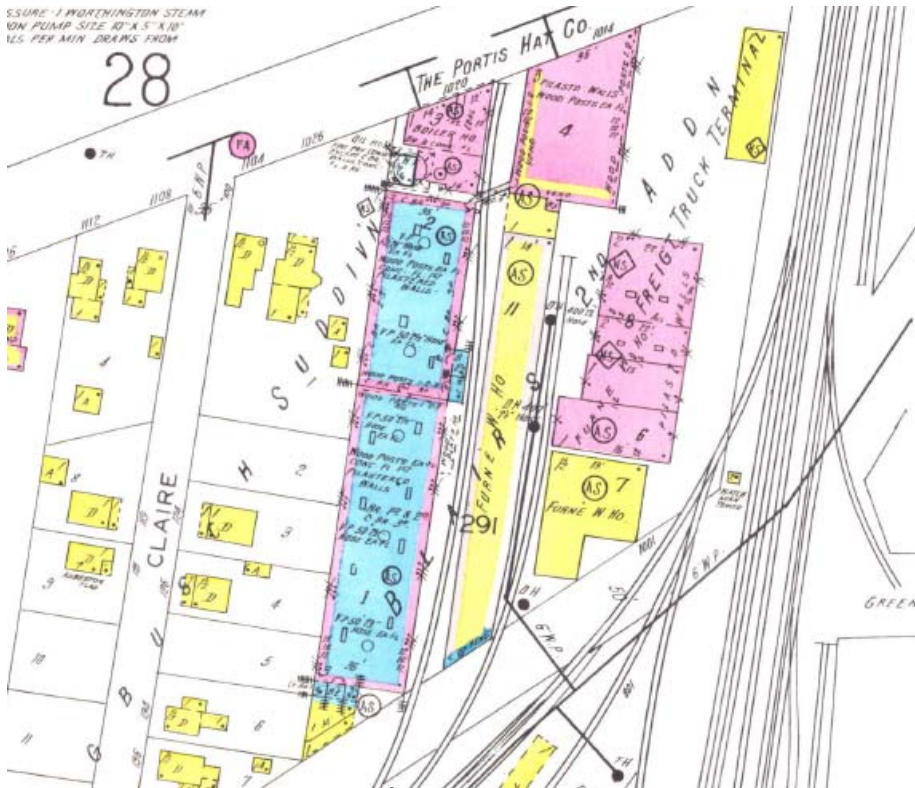


Figure 92. Portis Brother Hat Company, 1936 (Sanborn Fire Insurance Map, courtesy Indiana University).



Research did not reveal the industrial property to be associated with individuals significant in local, state, or national history (Criterion B); nor is the property likely to yield information important to historical study (Criterion D). The property at 1002 Green Street is significant under Criterion A for its association with multiple large industries in Michigan City in the late nineteenth and early twentieth centuries. The refrigerator, chair, and hat factories operated at the site from the 1880s through as late as the 1960s. The property was likely significant under Criterion C as well as an example of industrial architecture *not* associated with the steel or railroad companies at the turn of the twentieth century. However, over half of the factory property's historic buildings are no longer extant, and the parcel, once full of brick and wood warehouses and manufacturing shops, is half vacant. One modern garage building stands at the site of a previous historic factory building, and covers a substantial central portion of the property. The property's integrity of setting has therefore been negatively impacted. Additionally, the current storage function of the extant historic buildings has altered the property's historic association with wood and textile factory operations. Finally, infilled windows and doors have affected the buildings' integrity of materials and workmanship. Due to its loss of integrity of setting, association, feeling, materials, and workmanship, 091-406-2116 is recommended *Not Eligible* for listing in the NRHP.

6.4 SURVEYED PROPERTIES NEWLY RECOMMENDED ELIGIBLE

Maps for each property and districts or boundary expansions recommended eligible for listing in the NRHP are located in Appendix A.

6.4.1 1116 W. 10TH STREET, MICHIGAN CITY

According to LaPorte County Assessor data, the dwelling at 1116 W. 10th Street was built in 1937 (Figure 93-Figure 94). 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 1-story building exhibits a typical Minimal Traditional form, built on a rectangular plan and covered by a hipped roof with a front cross gable. A central entry porch recessed behind a rounded façade bay is evocative of the bungalow form and has a concrete floor, concrete steps, and a metal balustrade. The roof of the porch is capped by an Art Moderne-style curved metal railing. Multi-light corner windows and a pair of narrow vertical lights on the façade are also expressive of the Art Moderne style. Tudor Revival features include a round arch wood door and wood casement windows. All windows have concrete sills. A brick gable end chimney is attached to the north (side) elevation, and an octagonal light covered by metal grating is present in the front gable. A rear hip-roof brick addition is located on the southeast corner of the house. There is a two-bay, hip-roof, wood garage southwest of the dwelling, likely built at approximately the same time.

Figure 93. 1116 W. 10th Street, view southeast (garage at right).



Figure 94. 1116 W. 10th Street, view southwest.



Constructed during the Depression era, when industry and construction in Michigan City were at an all-time low, the property is not reflective of or associated with historic themes, patterns, or events significant locally or nationally (Criterion A). Research did not reveal the dwelling at 1116 W. 10th Street to be associated with individuals significant in local, state, or national history; nor is the property likely to yield information important to historical study (Criteria B and D). The building 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 has undergone minimal alteration, and retains good integrity. The building at 1116 W. 10th Street is recommended *Eligible* under Criterion C for individual listing in the NRHP.

6.4.2 BERHNDT FLATS AT 1111 CEDAR STREET, MICHIGAN CITY

The Berhnrdt Flats at 1111 Cedar Street were constructed c. 1926. The 2-story brick apartment building stands on the west side of Cedar Street and faces east (Figure 95-Figure 97). The building is rectangular in form and sits on a concrete foundation. The brick exterior is laid in a running bond pattern with a single header course running along the lower side elevations. It has a flat roof with a low parapet and concrete cap. Parapets along the building's side elevations are pierced with pointed-arch scuppers that drain into fixed copper downspouts. The lower wall of the building façade is covered with a scored concrete imitative of cut-stone facing. Building corners have skinteled brick notches. The façade is symmetrical and features a recessed center entry bay flanked by two sets of pointed-arch sash windows on the first story, and two inset porches enclosed with wood-framed glass panes on the second story.

The center entry consists of a single-leaf wood-frame glazed door with a pointed arch recessed in a pointed-arch, corbelled brick entryway. The door opens onto a low concrete stoop flanked by Permastone knee walls. Aligned with the center door on the second story is a wood 1/1 sash window with a pointed-arch transom, a pointed-arch brick header, and concrete sill. The recessed center bay is embellished with cross-shaped skinteled brickwork. First-story façade windows, arranged in sets of three on either side of the main entry, match the center hall window. They are 1/1 wood sash (some replacement) with pointed-arch transoms capped by pointed-arch brick headers. Their concrete sills are engaged with the lower concrete wall facing. Second-story façade engaged porches are enclosed with 1/1 wood-frame glazing. They sit on concrete sills with a knee-high metal balustrade and are covered by seamed metal pent roofs. Interior porch walls contain three pairs of wood French doors.

Two massive brick exterior chimneys bracket the north and south (side) elevations of the building. Chimneys are tiered in shape, with each tier capped by concrete trim, and the stacks with clay pot caps. Fenestration on side elevations is asymmetrical. Both sides contain one pointed-arch wood window with a pointed-arch brick header, adjacent to the chimney on the first floor. All other windows are a mix of wood 1/1, wood 4/4, and wood 6/6; as well as tripartite picture windows and metal-frame horizontal lights on the rear bays. All windows on side elevations have rowlock sills and soldier headers. Some windows may be replacement, but all are likely historic-age. There is one single-leaf side entry on the north elevation, covered by a modern metal storm door.

Two 2-story, flat-roof rear tower additions, likely enclosing stairwells or elevator shafts, are located at the northwest and southwest corners of the building. Towers are clad in aluminum siding and contains metal-frame horizontal sliding windows on the second story. An exterior brick chimney stands between the two towers at the center of the rear elevation.

There is one historic outbuilding located at 1111 Cedar Street. The 2-story, gable-roof brick garage building stands at the rear (west) end of the parcel. On its east elevation, the building contains four wood panel pedestrian doors interspersed with multi-light wood windows, as well as second-story sash windows arranged asymmetrical as a triple set, a pair, and a single. The west elevation, facing the alley, contains several garage bays on the first floor, and multiple single sash windows on the second story, and a brick exterior chimney. Side elevations contain second-story sash windows, and side gables are clad in horizontal siding. The roof of the garage is covered with asphalt shingles.

Figure 95. 1111 Cedar Street, view west (façade).



Figure 96. 1111 Cedar Street, view south. [Garage visible at far right.]



Figure 97. 1111 Cedar Street, view northwest. Garage visible at far left.



The Behrndt Flats at 1111 Cedar Street 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, and Spanish Mission Revival; however, he is perhaps most famous for its works executed in the International style. 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 (Garner 2011). The MPDF identifies the Behrndt 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. 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 Behrndt 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, and 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 Behrndt Flats at 1111 Cedar Street are recommended *Eligible* for individual listing in the NRHP.

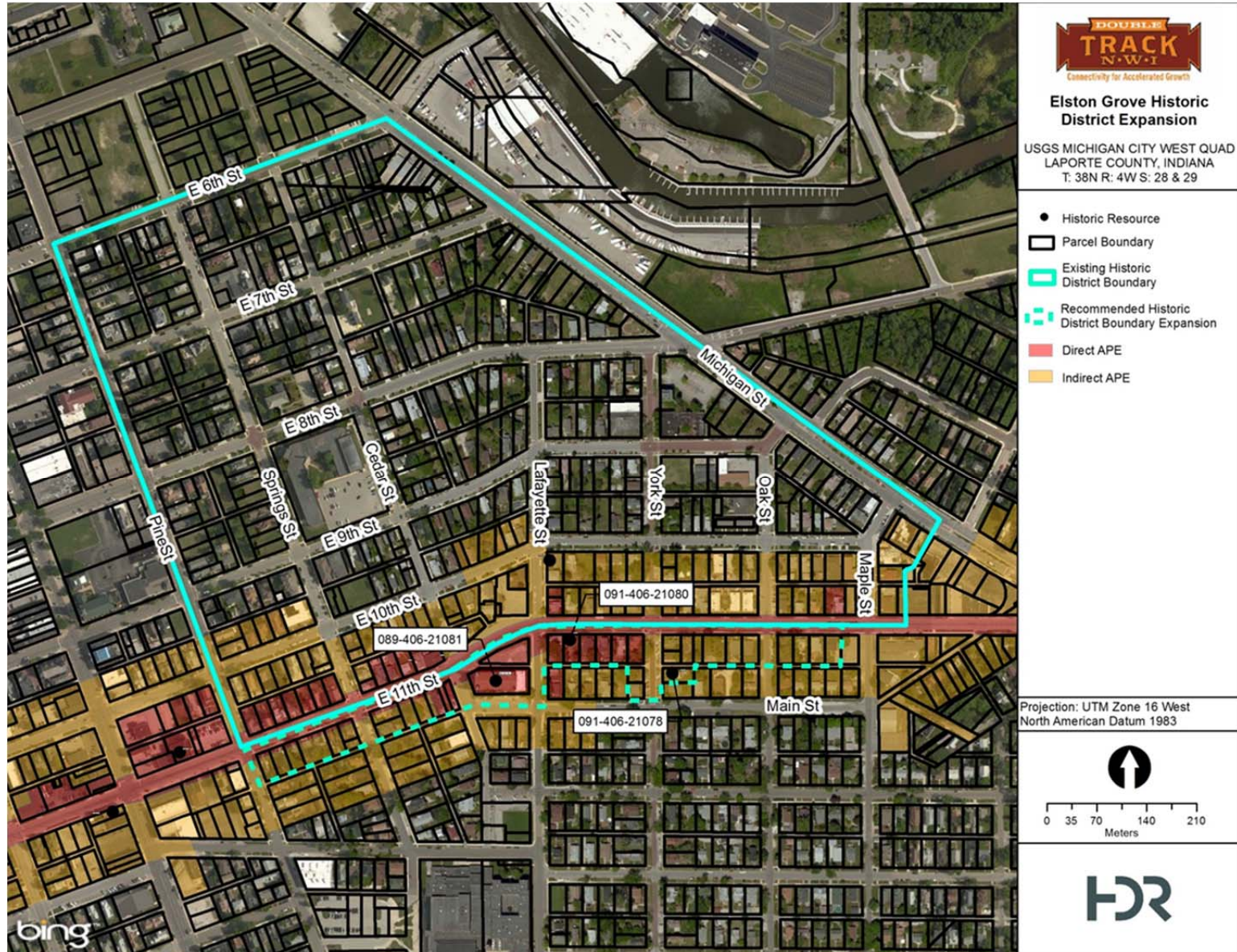
6.4.3 ELSTON GROVE HISTORIC DISTRICT BOUNDARY EXPANSION

Considering the absence of any specific historic theme or pattern identified in justification of the current southern boundary of the Elston Grove Historic District (the north side of 11th Street), as well as the matching architectural character and construction dates of the buildings on the south side of 11th Street (located outside of the historic district boundaries) to those of the buildings on the north side of 11th Street (located within the historic district boundaries), it is 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 (Figure 98). The district expansion is recommended to extend approximately one block deep, in order to include historic buildings located on York, Cedar, Spring, and Pine Streets. As explained in greater detail in Section 6.1 “Summary of All Resources,” properties lying southeast of this identified area (that is, located on and south of Main Street and east of Franklin Street) lack architectural or chronological cohesion and integrity, and are therefore recommended as not possessing historic district potential. Surveyed buildings that stand within the area identified for the potential expansion of the Elston Grove Historic District 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 99-Figure 102).

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Figure 98. Elston Grove Historic District: recommended boundary expansion.



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Figure 99. 11th and Cedar Streets, view southeast.



Figure 100. York Street, view southeast from 11th Street.



Figure 101. 11th and Maple Streets, view south (Google Street View 2013).



Figure 102. View southeast down 11th Street from York Street (Google Street View 2013).



6.4.4 DEWOLFE'S ADDITION HISTORIC DISTRICT

There is potential for a residential historic district in southwest Michigan City. The historic district is identified in this report as the "DeWolfe's Addition Historic District" in keeping with its historic platted identity. The historic district identified during survey is bounded by Kentucky Street on the west, 11th Street on the north, Buffalo Street on the east, and Wall Street on the south (Figure 103-Figure 104). The district does not include the St. Anthony Hospital complex located at the southeast corner. Boundaries for the recommended district were based both on the historic platting of the area, as well as on the character of development present today. West of Kentucky Street, development is modern, disparately residential, commercial, and industrial, and generally displays poor integrity. The neighborhood north of 11th Street also has very low integrity, much of it heavily impacted by Urban Renewal. On the east side (east side of Buffalo Street), the recommended district abuts with the west boundary of the Haskell and Barker Historic District. Wall Street on the south delineates a clear boundary in architectural character, construction date, and historic platting. Additionally, the non-historic St. Anthony's Hospital complex lies at the southeast corner of Ripley and Manhattan Streets. Survey was conducted for the Project only as far south as Green Street; therefore, further survey is recommended to verify consistent levels of good integrity throughout the recommended district area.

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, as well as under Criterion C as an example of a cohesive, intact collection of turn-of-the-century middle class architecture. The neighborhood, although platted on Michigan City maps as early as 1884, did not undergo actual construction until around 1889, when more residential building began appearing around Saint Mary's Church (1868) and School (1886). The growth of the neighborhood continued spreading west and south from 11th (at the time "Baltimore") Street until the neighborhood was fully built by 1905. This growth corresponds with that of Michigan City's major industries. In addition to residential architecture, the neighborhood includes a number of historic commercial buildings, particularly in the southern and western parts. Extant store buildings, filling stations, and service shops indicate that the neighborhood was, to a degree, self-sustaining and self-contained. The Haskell and Barker Car Company and the Ford & Johnson Company Chair Factory, located just west of this neighborhood, were at their zenith period of productivity in the late nineteenth and early twentieth century. According to the 1905 Michigan City Directory, the majority of people living in this neighborhood were skilled laborers at Haskell and Barker, Ford & Johnson, and the Northern Indiana State Prison located just south of the chair factory. Other industries and establishments that likely drove residential development in the vicinity included the Excelsior Cycle Company, located at Wall and Ripley (historically also "Henry") Streets, and St. Anthony's Hospital, located at Ripley and Wabash Streets.

The recommended historic district is also locally significant under Criterion C as a cohesive neighborhood of National Folk and Folk Victorian styles. Generally, most of the dwellings are 1- or 2-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 (Figure 105-Figure 109). Almost all of the houses exhibit one or more of the following typical National Folk features: clapboard siding, double-hung windows, engaged front porches, and ornamental woodwork. A few of the houses retain their more decorative folk Victorian characteristics, including intricate vergeboards, polychromatic imbrication, and delicate wood columns and brackets. Evidenced by historic city directories and Sanborn maps, the neighborhood remains very much intact, retaining nearly all of its original dwellings possessing their historic building footprints. The integrity of the residences individually ranges from excellent to fair, with the majority of alterations being cosmetic in nature—wood windows replaced with vinyl, and wood clapboard or shingle siding replaced with metal or composite siding. Rear additions have been built on several residences, but these are inconspicuous from the public ROW. Overall, this neighborhood retains historic integrity. The collection of 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.

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Figure 103. Recommended DeWolfe's Addition Historic District boundaries.

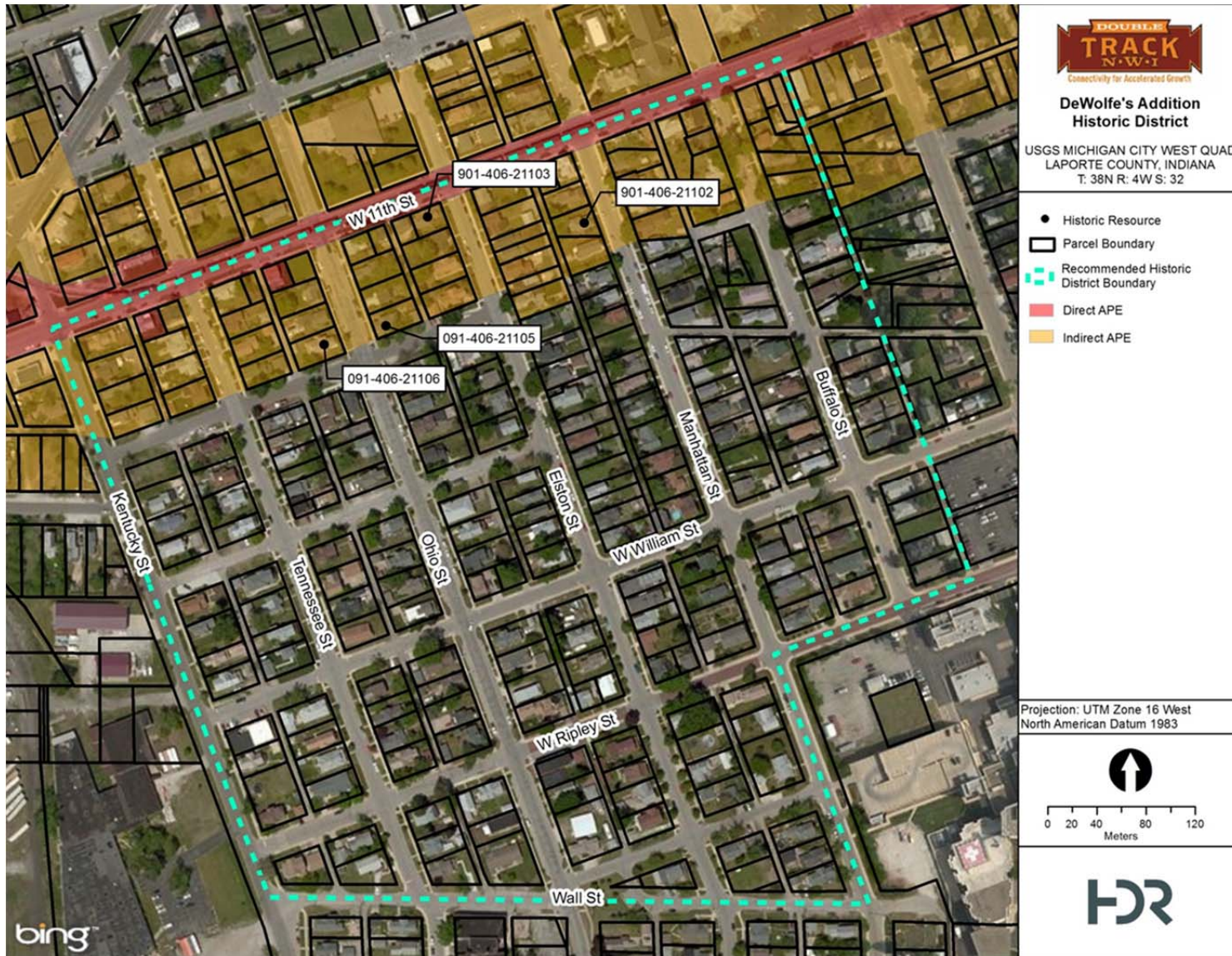


Figure 104. Recommended DeWolfe's Addition Historic District boundaries in red; existing Haskell and Barker Historic District boundaries in blue (Map: 1921 Atlas of LaPorte County).

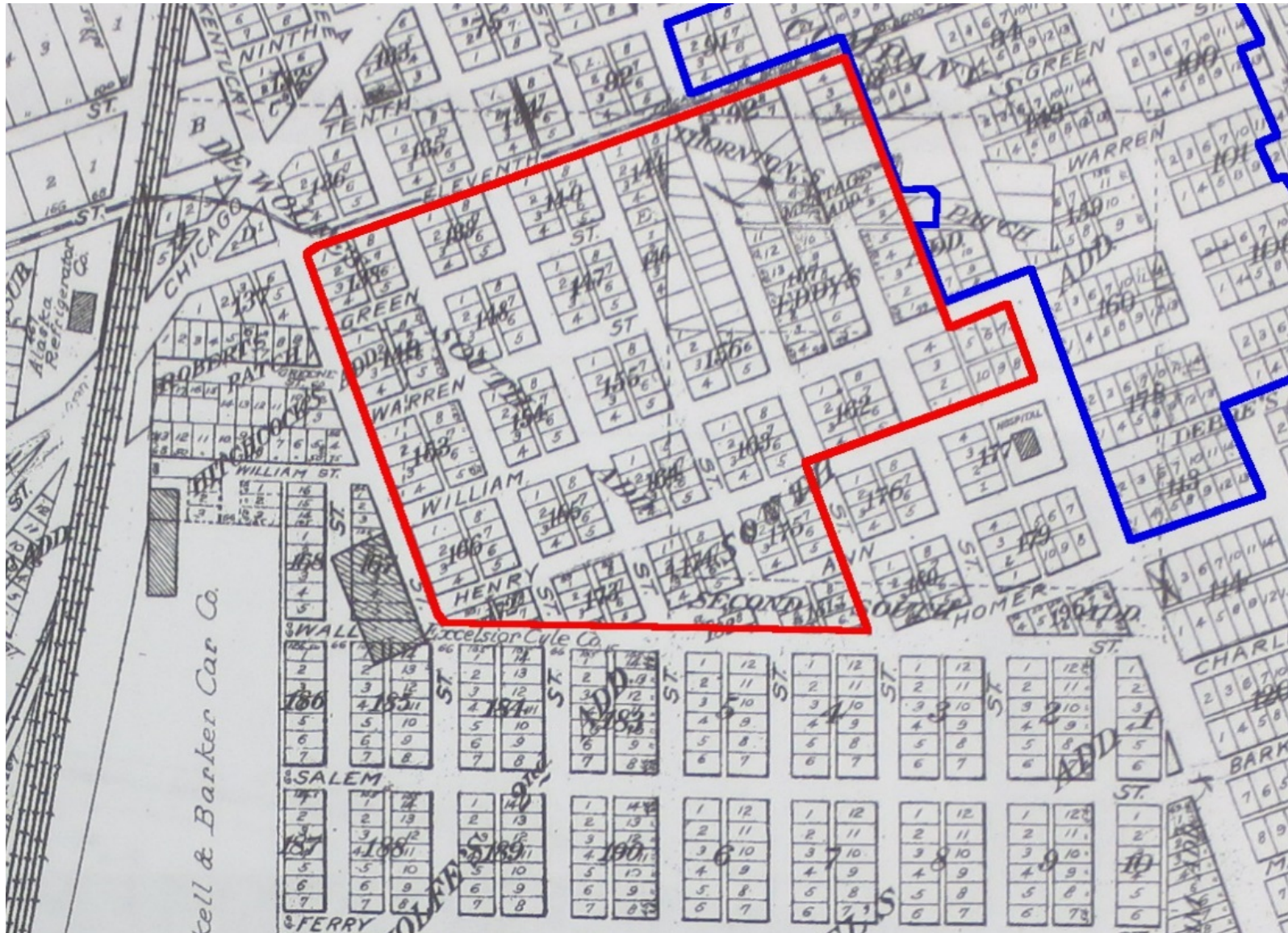


Figure 105. View southwest down Ohio Street from 11th Street.



Figure 106. DeWolfe's Addition: view southeast down Manhattan Street from 11th Street.



Figure 107. DeWolfe's Addition: view south at Ohio and Green Streets.



Figure 108. DeWolfe's Addition: view north up Tennessee Street from Green Street.



Figure 109. DeWolfe's Addition: view south at Ohio and Ripley Streets (Google Street View 2013).



6.4.5 SUMMARY

In total, 14 individual properties in the LaPorte County Project APE were recommended eligible for listing in the NRHP, one historic district was recommended eligible, and one previously listed historic district is recommended for a boundary expansion. See Table 2 below for a summary.

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Table 2. Resources evaluated for NRHP eligibility in LaPorte County.






Photograph	IHSSI No. and Rating	Property Name	Address	Date	NR Recommendation
	091-406-17032 (Outstanding; contributing to Haskell and Barker Historic District)	St. Mary of the Immaculate Conception Church	406 W. 10th Street, MC	1868; 1932	Eligible
	091-406-17033 (Notable)	St. Mary's School	323 W. 10th Street, MC	1886	Not Eligible
	091-406-21101 (Notable)	St. Mary's Rectory	411 W. 10th Street, MC	1932	Not Eligible
	091-406-21102 (Contributing)	House	1109 Manhattan Street, MC	c. 1880	Eligible as Contributing to recommended DeWolfe's Addition Historic District
	091-406-21103 (Contributing)	House	1101 Elston Street, MC	c. 1880	Eligible as Contributing to recommended DeWolfe's Addition Historic District

Table 2. Resources evaluated for NRHP eligibility in LaPorte County.





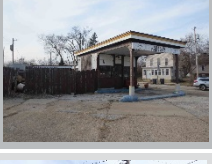

Photograph	IHSSI No. and Rating	Property Name	Address	Date	NR Recommendation
	091-406-21105 (Contributing)	House	1116 Ohio Street, MC	c. 1880	Eligible as Contributing to recommended DeWolfe's Addition Historic District
	091-406-21150 (Contributing)	Garage/Gas Station	1004 Kentucky Street, MC	c. 1925	Eligible
	091-406-21151 (Contributing)	Garage/Gas Station	902 11th Street, MC	c. 1930	Not Eligible
	091-406-21106 (Contributing)	House	1115 Ohio Street, MC	c. 1880	Eligible as Contributing to recommended DeWolfe's Addition Historic District
	091-406-21153 (Contributing)	Bill's Body Shop/Gas Station	501 Chicago Street, MC	c. 1925	Not Eligible
	091-406-21078	House	410 York Street, MC	c. 1890	Eligible as Contributing to recommended expansion of Elston Grove Historic District

Table 2. Resources evaluated for NRHP eligibility in LaPorte County.




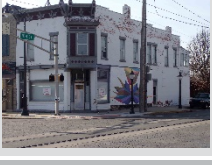
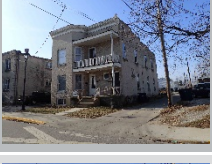

Photograph	IHSSI No. and Rating	Property Name	Address	Date	NR Recommendation
	091-406-21152 (Contributing)	House	911 Kentucky Street, MC	c. 1870, c. 1890	Not Eligible
	091-406-21080 (Notable)	House	505 E 11th Street, MC	c. 1870	Eligible as Contributing to recommended expansion of Elston Grove Historic District
	091-406-21081 (Outstanding)	First Christian Church	1102 Cedar Street, MC	c. 1920	Eligible/Contributing to recommended expansion of Elston Grove Historic District
	091-406-21091 (Notable)	Commercial Building	1101 Franklin Street, MC	c. 1880	Eligible
	091-406-21083 (Contributing to Elston Grove Historic District)	Apartment Building	1009 Cedar Street, MC	c. 1910	Eligible as Contributing to Elston Grove Historic District
	091-406-21092 (Outstanding; Contributing to Elston Grove Historic District)	South Shore Station	114 E 11th Street, MC	1926	Eligible

Table 2. Resources evaluated for NRHP eligibility in LaPorte County.

Photograph	IHSSI No. and Rating	Property Name	Address	Date	NR Recommendation
	N/A	House	1116 W. 10th Street, MC	c. 1937	Eligible
	N/A	Berhndt Flats	1111 Cedar Street, MC	c. 1926	Eligible
	091-406-21166 (Notable)	Alpha Storage (formerly Portis Brother Hat Company)	1002 Green Street, MC	c. 1885 – c. 1900	Not Eligible
	091-406-18001	Elston Grove Historic District Expansion	N/A	c. 1875 to c. 1925	Eligible
	N/A	DeWolfe's Addition Historic District	N/A	c. 1889 to 1905	Eligible

See Appendix B for full survey results in LaPorte County.

7.0 CONCLUSION

In summary, 324 architectural resources were surveyed in the Project APE in LaPorte County, all of which are located within the city boundaries of Michigan City. An additional 131 properties located within the APE were not included in the survey due to their location within one of three NRHP-listed historic districts: Elston Grove, Haskell and Barker, and Franklin Street Commercial Historic Districts. Within these three districts, only the following properties were surveyed: those parcels slated for Project acquisition, those properties previously rated Notable or Outstanding by IHSSI, and those properties considered potentially individually eligible by surveyors. In total, 29 properties located within one of the three historic districts were evaluated for one or more of the above-stated reasons.

Throughout the entire LaPorte County survey area, 22 properties previously surveyed as part of the IHSSI were re-surveyed, and of these, 18 were re-evaluated for NRHP eligibility (Table 2). Twelve previously evaluated properties were recommended eligible for listing in the NRHP: five individually, and seven as contributing resources to a potential or existing historic district. Two properties newly evaluated were recommended individually eligible, and one potential historic district was newly evaluated and recommended eligible.

In total, 14 individual properties in the LaPorte County Project APE were recommended eligible for listing in the NRHP (Table 2). Seven of these were recommended individually eligible (091-406-17032; 091-406-21150; 091-406-21081; 091-406-21091; 091-406-21092; 1116 W. 10th Street; and 1111 Cedar Street); and seven were recommended eligible as contributing resources (091-406-21102; 091-406-21103; 091-406-21105; 091-406-21106; 091-406-21080; 091-406-21078; and 091-406-21083). Additionally, one new historic district (DeWolfe's Addition Historic District) was recommended eligible for listing in the NRHP and one boundary expansion to an existing historic district (Elston Grove Historic District) was recommended.

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A

Maps

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Figure A - 1. Maps 6.3.1 (091-406-17032) St. Mary's Church.

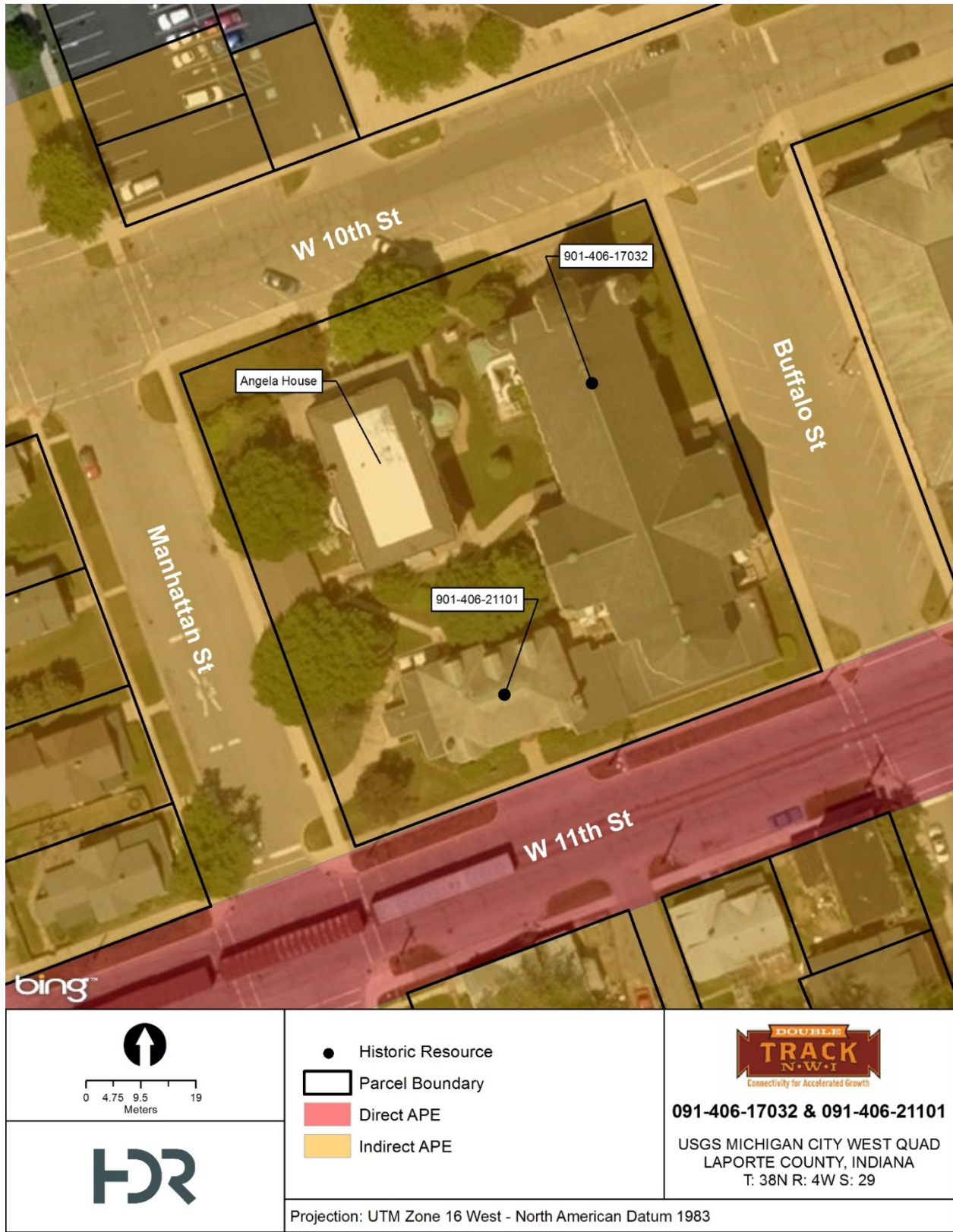


Figure A - 2. Map 6.3.2 (091-406-17033), St. Mary School.

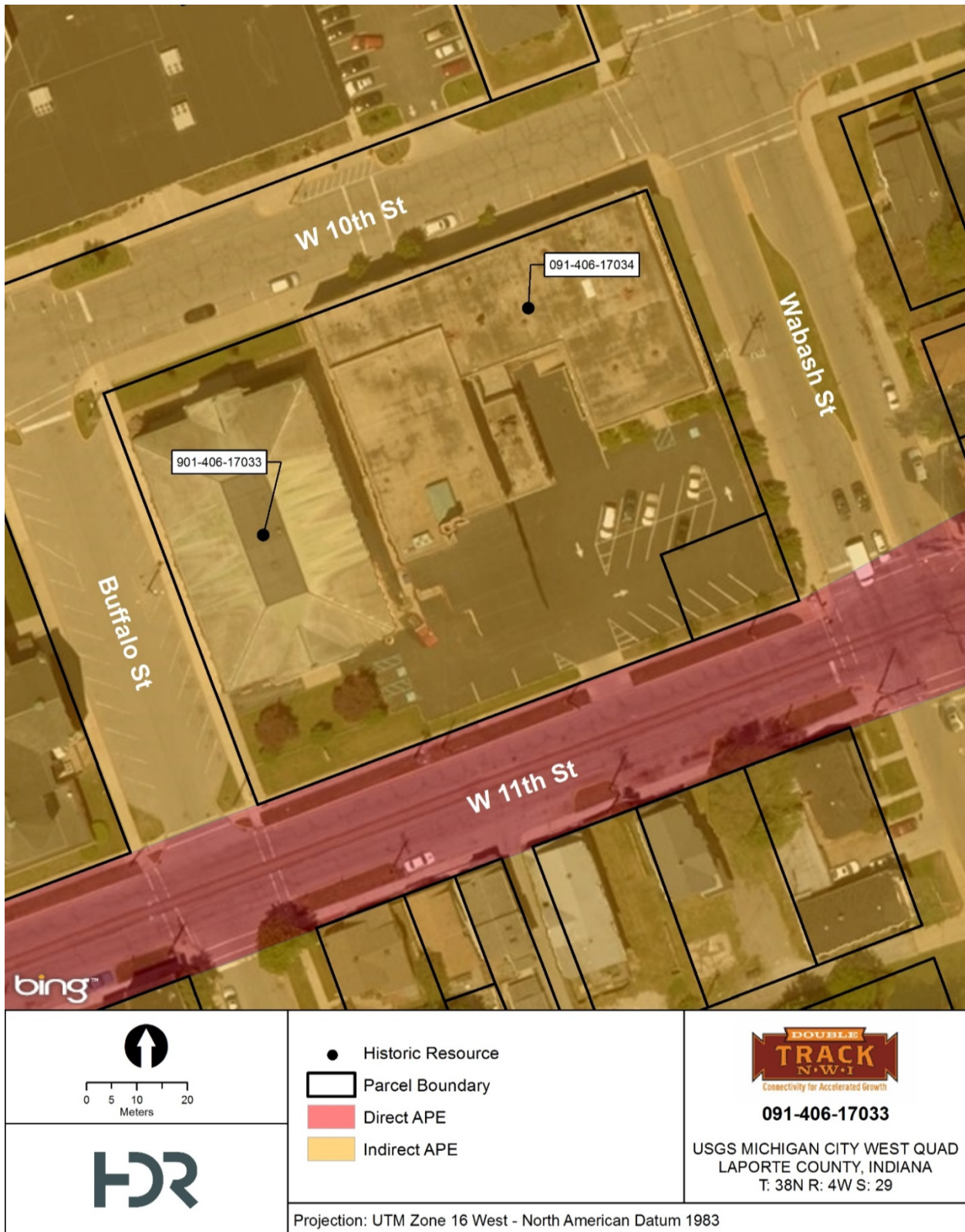


Figure A - 3. Map 6.3.3 (091-406-21101), St. Mary's Rectory.

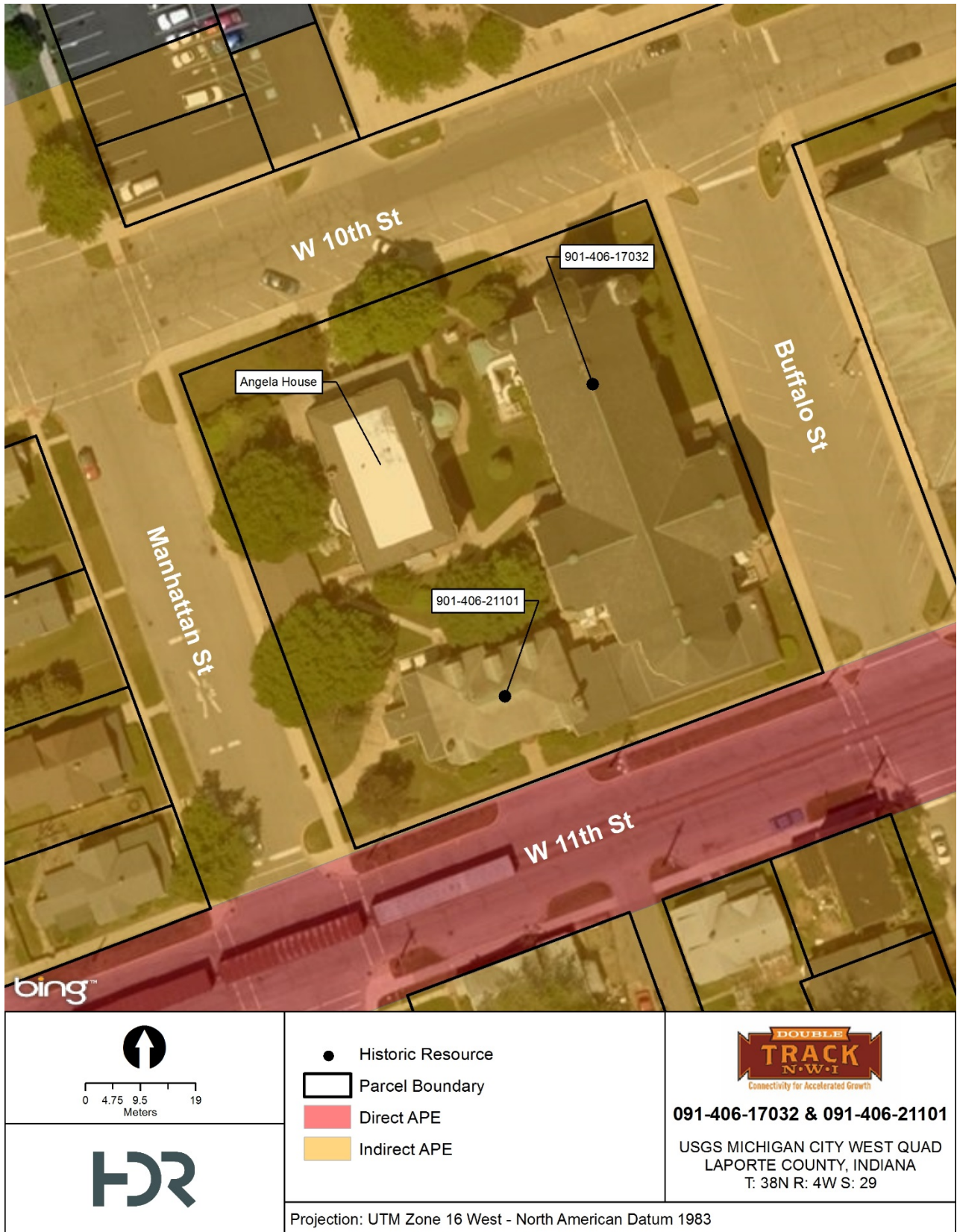


Figure A - 4. Map 6.3.4 (091-406-21102), 1109 Manhattan Street.



Figure A - 5. Map 6.3.5 (091-406-21103), 1101 Elston Street.

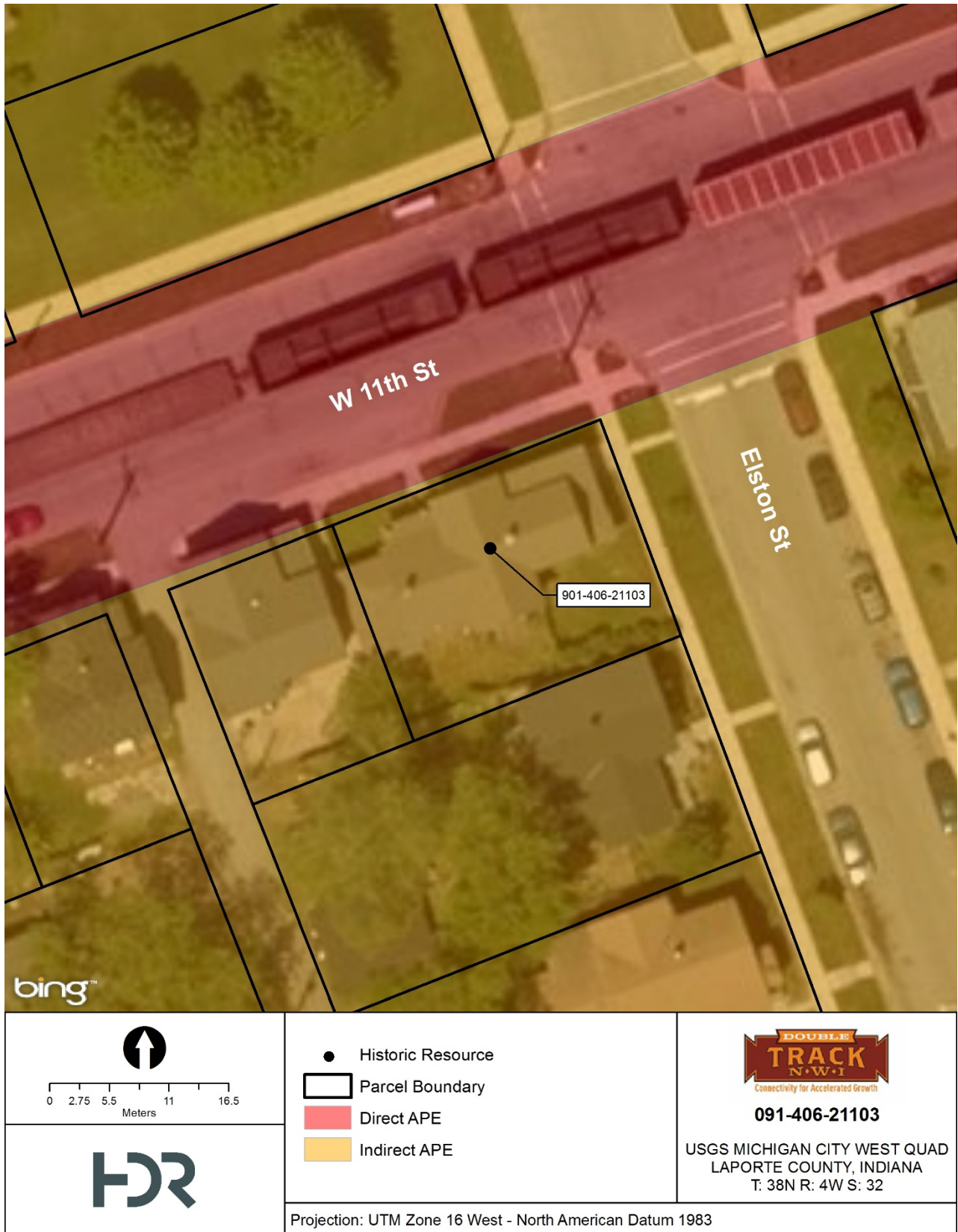


Figure A - 6. Map 6.3.6 (091-406-21105), 1116 Ohio Street.



Figure A - 7. Map 6.3.7 (091-406-21106), 1115 Ohio Street.



Figure A - 8. Map 6.3.8 (091-406-21150), 1004 Kentucky Street.



Figure A - 9. Map 6.3.9 (091-406-21151), 902 11th Street.



Figure A - 10. Map 6.3.10 (091-406-21153), 501 Chicago Street.

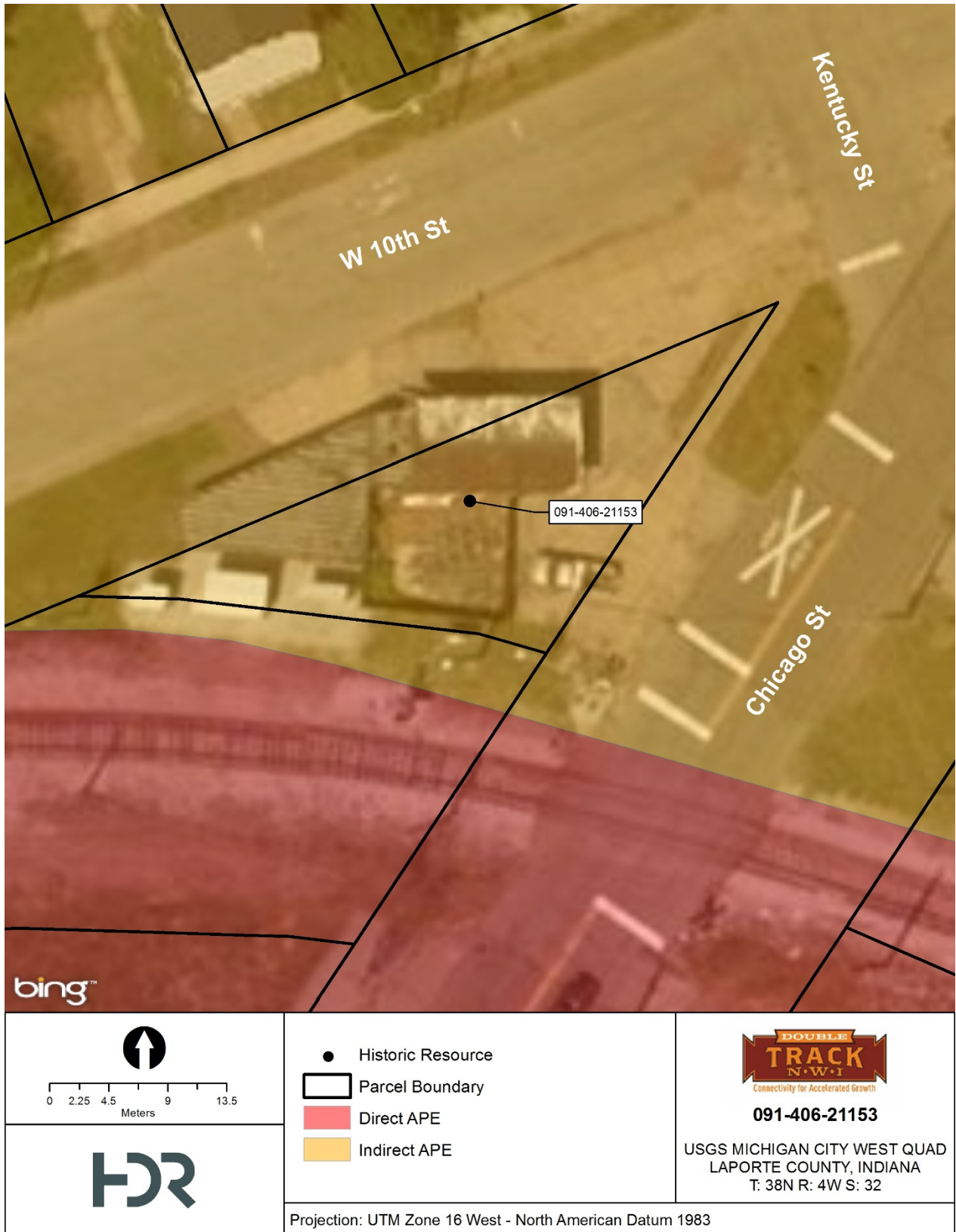


Figure A - 11. Map 6.3.11 (091-406-21152), 911 Kentucky Street.




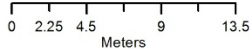





  Meters	<ul style="list-style-type: none"> Historic Resource Parcel Boundary Direct APE Indirect APE	 Connectivity for Accelerated Growth 091-406-21152 USGS MICHIGAN CITY WEST QUAD LAPORTE COUNTY, INDIANA T: 38N R: 4W S: 32
Projection: UTM Zone 16 West - North American Datum 1983		

Figure A - 12. Map 6.3.12 (091-406-21080), 505 11th Street.



Figure A - 13. Map 6.3.13 (091-406-21081), 1102 Cedar Street.

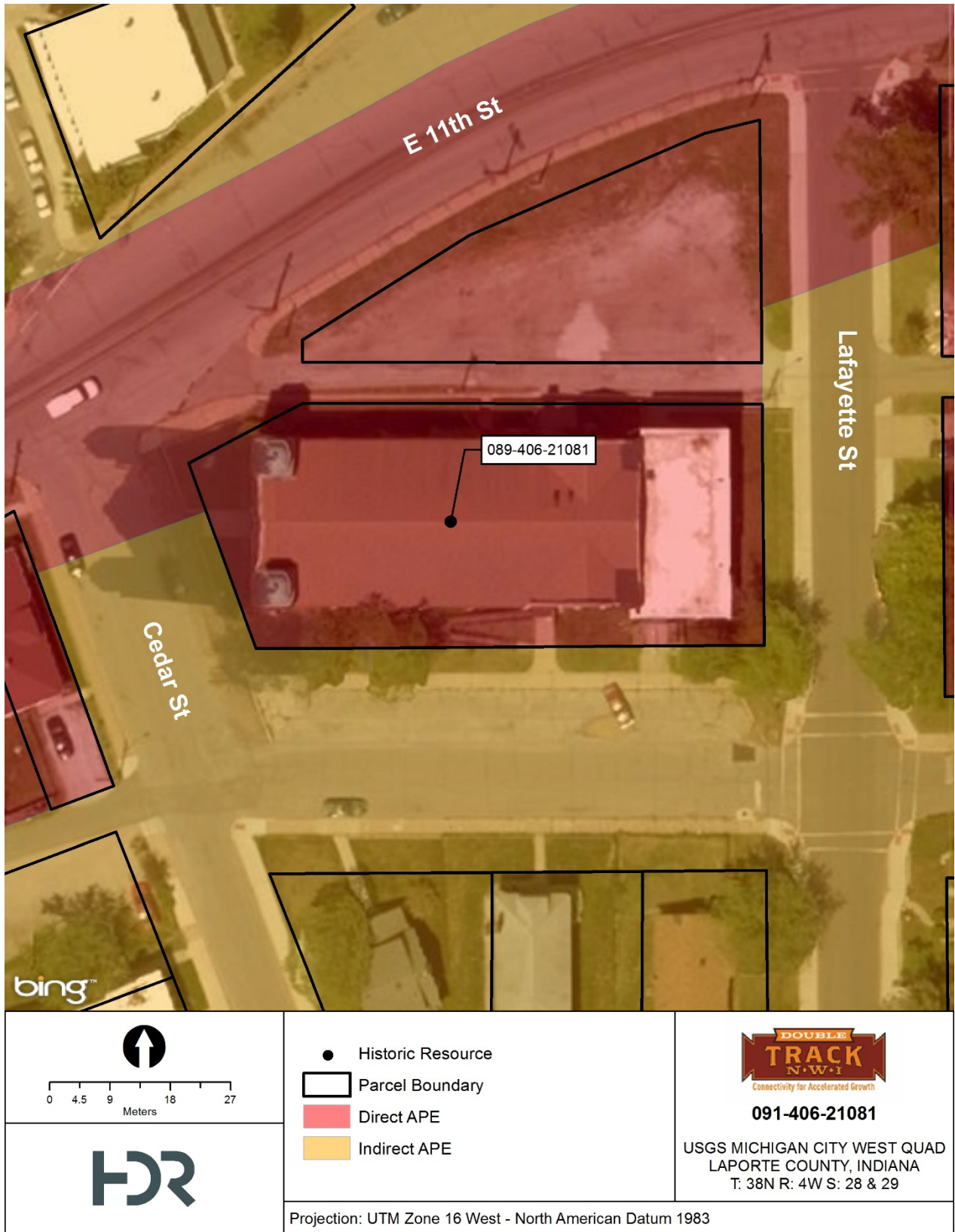


Figure A - 14. Map 6.3.14 (091-406-21091), 1101 Franklin Street.



Figure A - 15. Map 6.3.15 (091-406-21078), 410 York Street.



Figure A - 16. Map 6.3.16 (091-406-21083), 1009 Cedar Street.

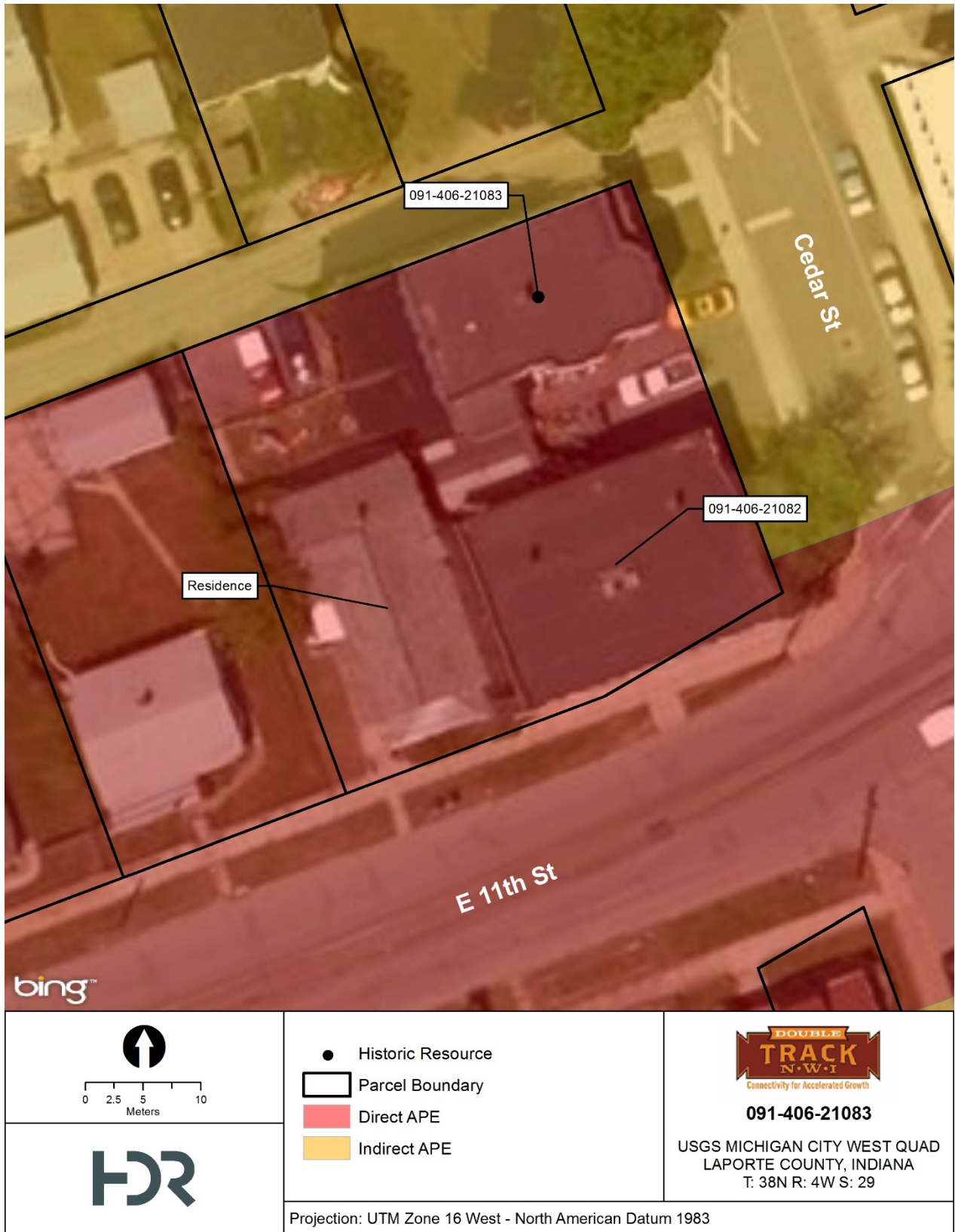


Figure A - 17. Map 6.3.17 (091-406-21092), SSL Station.

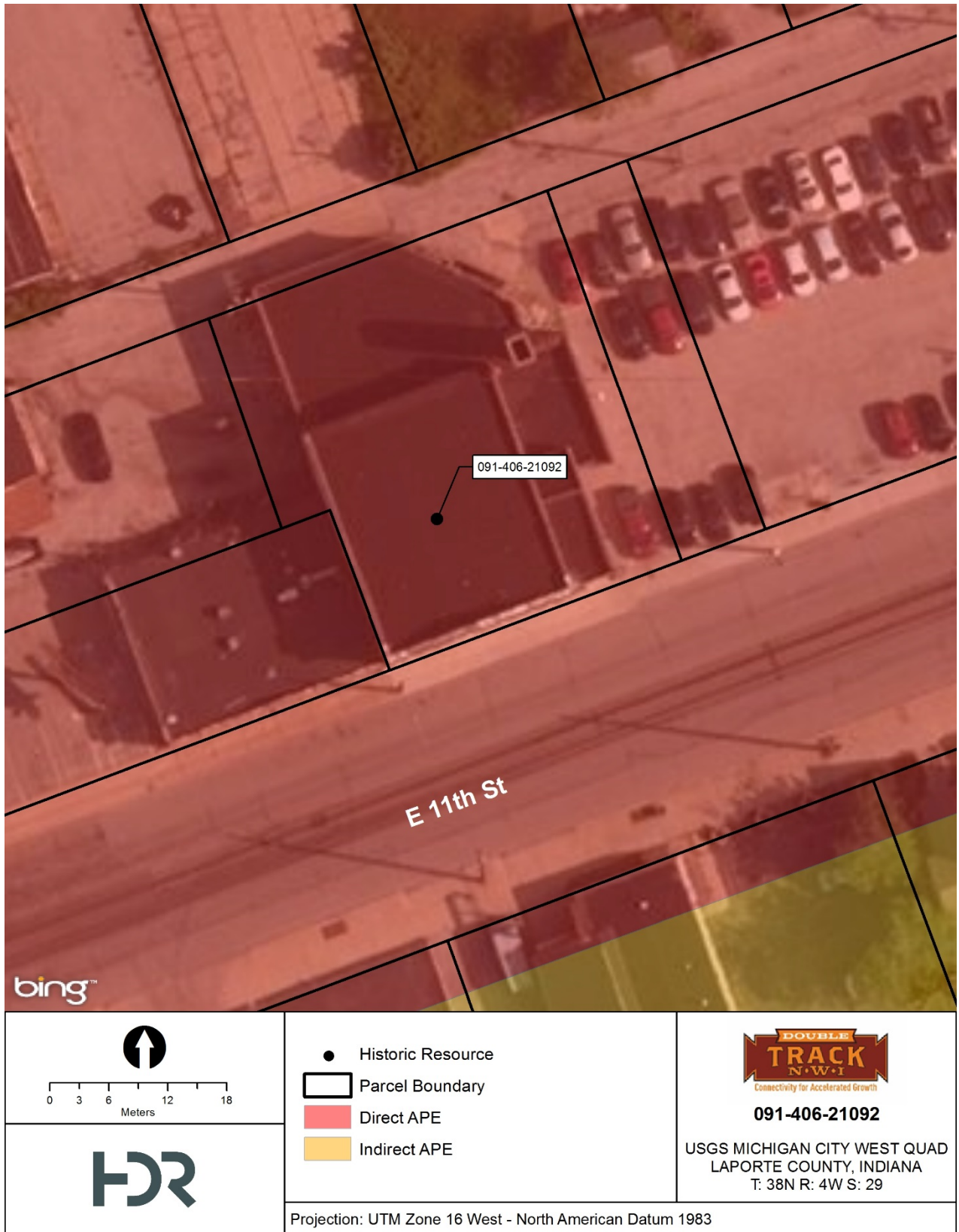


Figure A - 18. Map 6.3.18 (091-406-21166), 1002 Green Street.

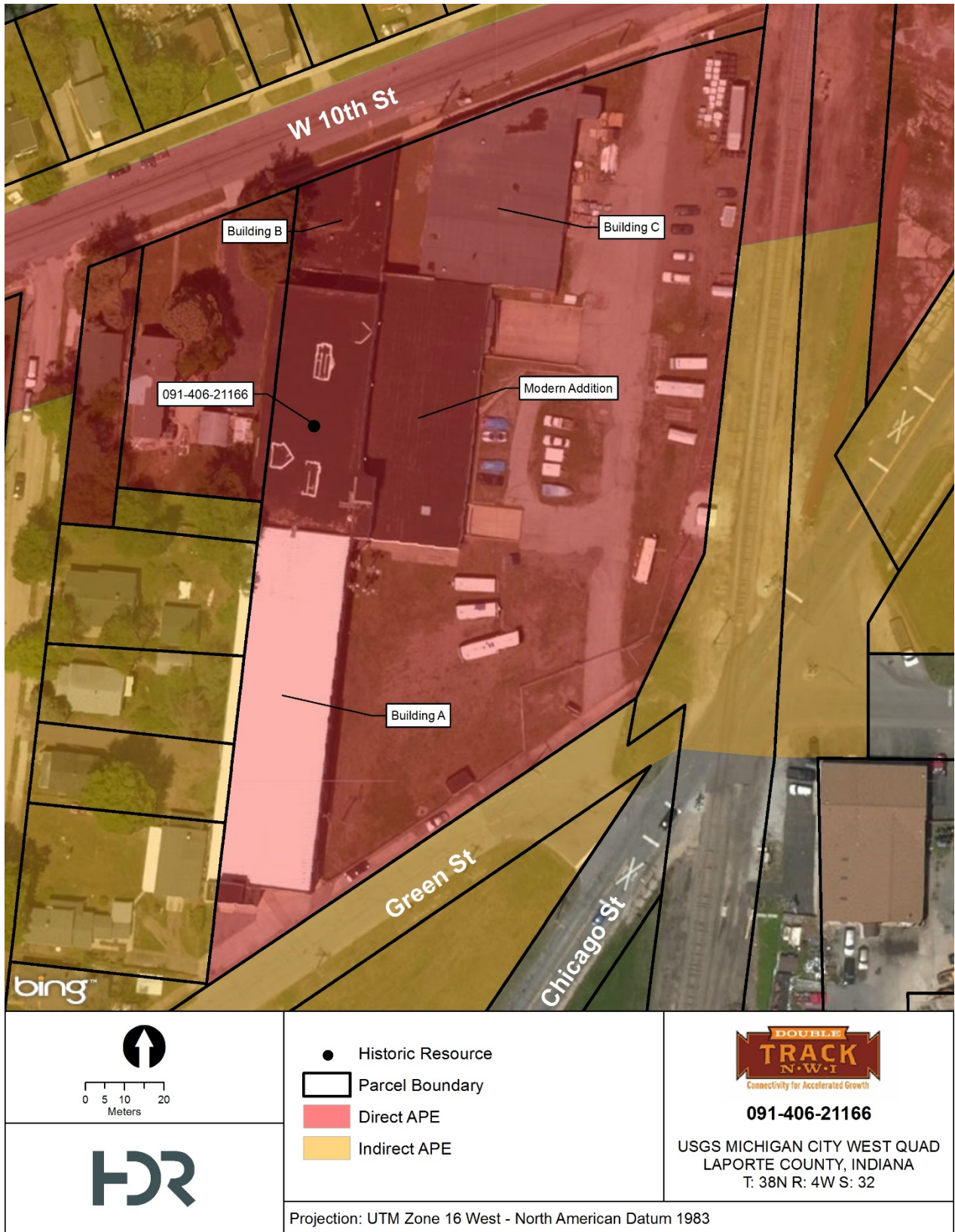


Figure A - 19. Map 6.4.1, 1116 W. 10th Street.




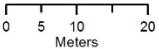


 	<ul style="list-style-type: none"> Historic Resource Parcel Boundary Direct APE Indirect APE 	 1116 W 10TH ST USGS MICHIGAN CITY WEST QUAD LAPORTE COUNTY, INDIANA T: 38N R: 4W S: 32
		Projection: UTM Zone 16 West - North American Datum 1983

Figure A – 20. Map 6.4.2, 1111 Cedar Street (Berhndt Flats).



Figure A - 19. Map 6.3.1-3 St. Mary of the Immaculate Conception complex.



Figure A - 20. Map 6.4.3 Elston Grove Historic District: recommended boundary expansion.

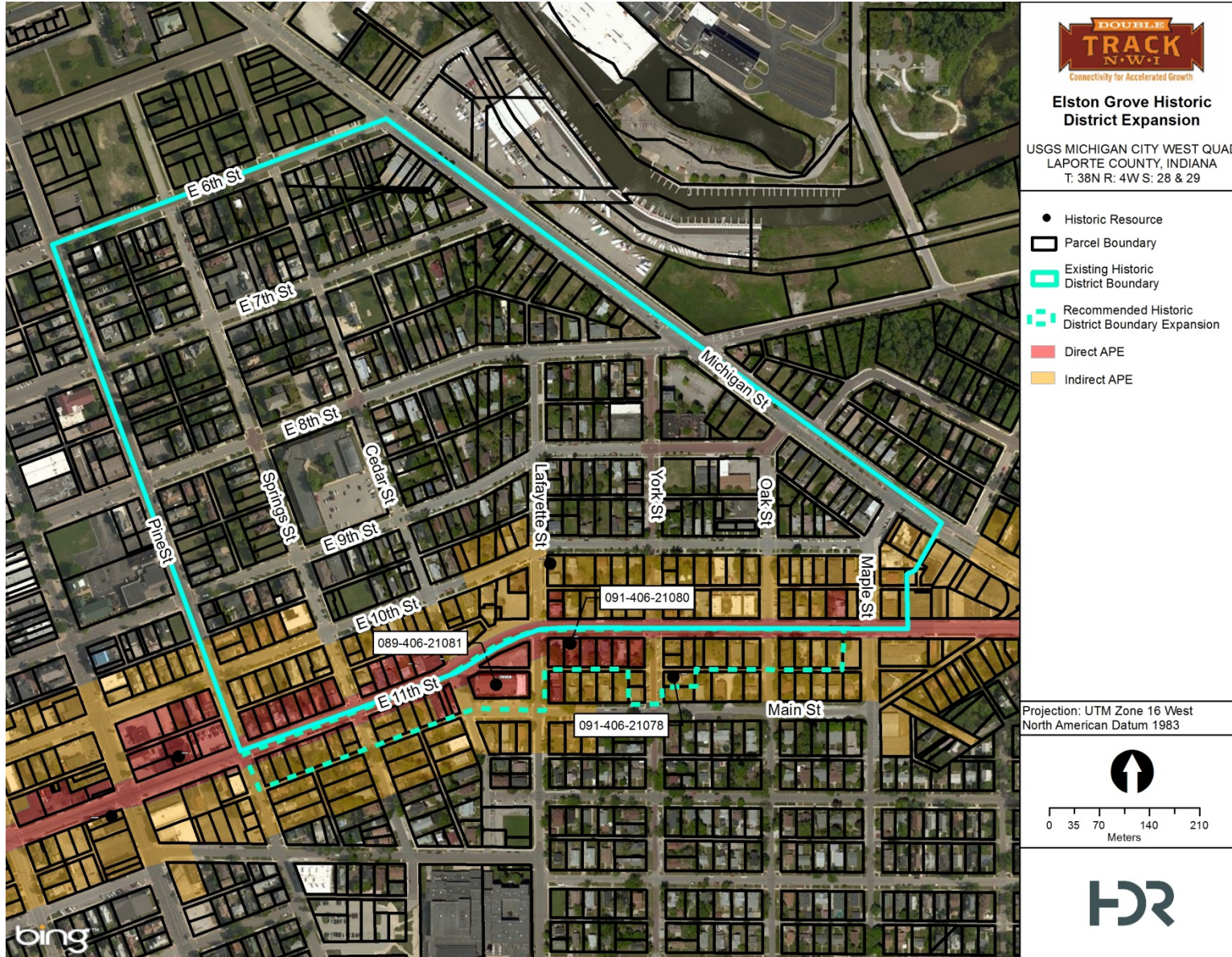


Figure A - 21. Map 6.4.4 Recommended DeWolfe's Addition Historic District boundaries.

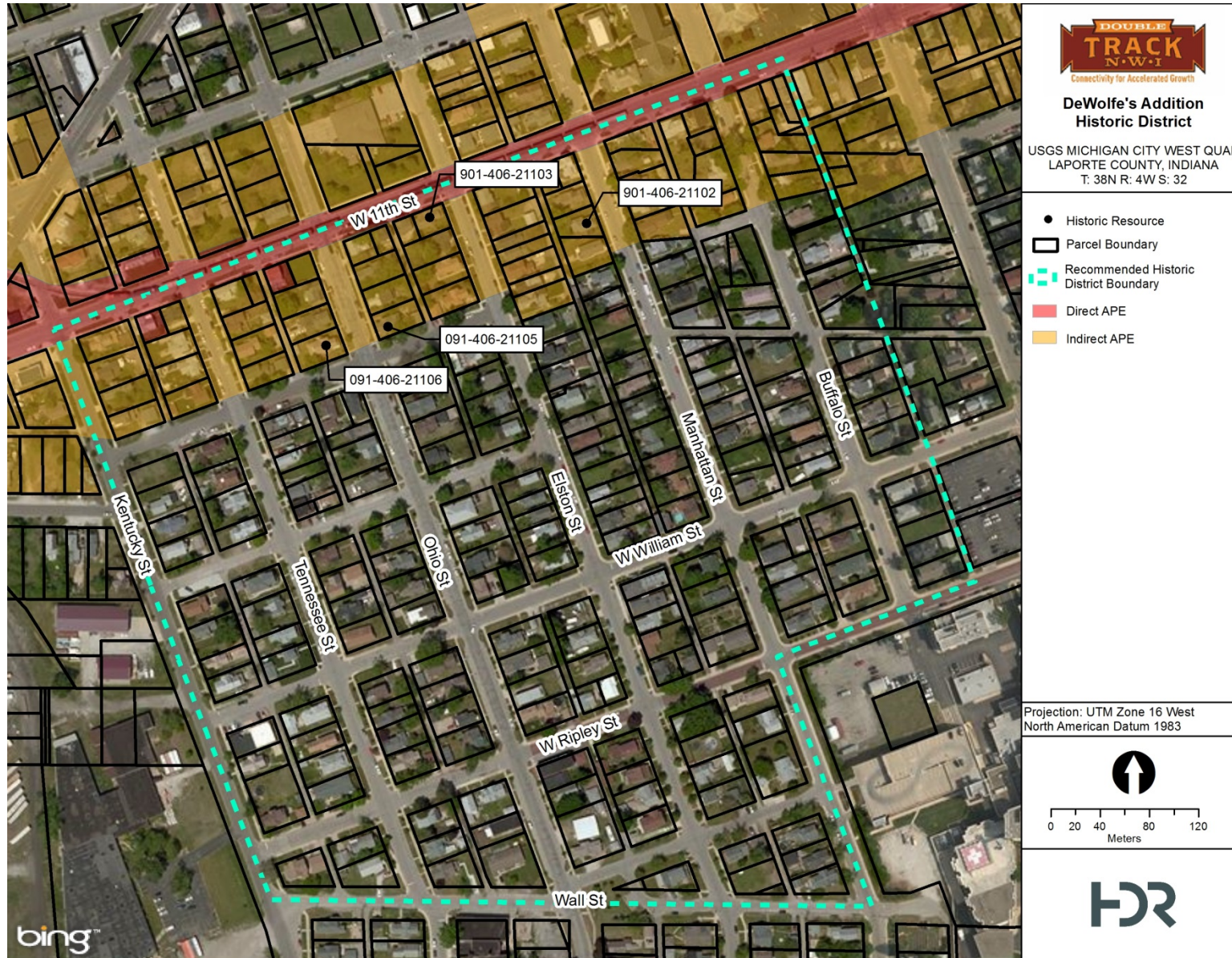
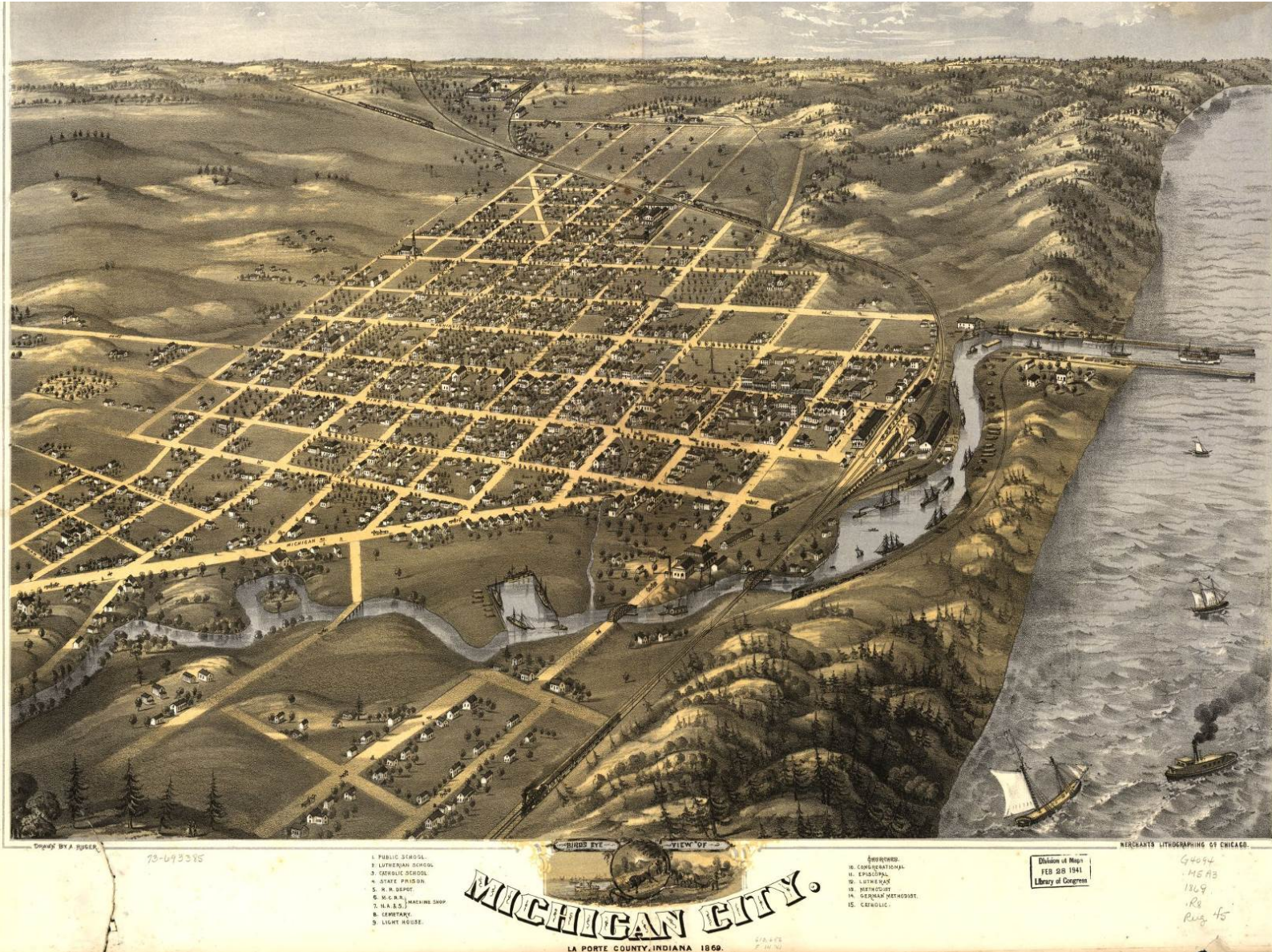



Figure A - 22. Bird's Eye View Map of Michigan City, by A. Ruger (Library of Congress call no. G4094.M5A3 1869 .R8).





B

Survey Results

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Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	501 E 11th Street, Michigan City	House	c. 1879/National Folk		Not Eligible
	505 E 11th Street, Michigan City	House	1884/National Folk (Detached garage 1925)	IHSSI 091-406-21080 (Notable)	Eligible as a Contributing Resource to recommended expansion of Elston Grove Historic District
	509 E 11th Street, Michigan City	House	c. 1887chNational Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	513 E 11th Street, Michigan City	House	c. 1887/National Folk (Detached garage 1925)		Not Eligible
	517 E 11th Street, Michigan City	House	c. 1884/National Folk		Not Eligible
	520 E 11th Street, Michigan City	House	1884/Folk Victorian (Utility shed 1925)	IHSSI 091-406-21079 (Contributing)	Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	523 E 11th Street, Michigan City	House	c. 1879/National Folk (Detached garage 1925)		Not Eligible
	601 E 11th Street, Michigan City	House	c. 1884/National Folk		Not Eligible
	605 E 11th Street, Michigan City	House	c. 1889/National Folk (Utility shed 1889)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	701 E 11th Street, Michigan City	House	c. 1952/Ranch		Not Eligible
	707 E 11th Street, Michigan City	House	c. 1948/Minimal Traditional (utility shed 1948)		Not Eligible
	709 E 11th Street, Michigan City	House	c. 1904/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	715 E 11th Street, Michigan City	House	c. 1924/Craftsman		Not Eligible
	716 E 11th Street, Michigan City	House	c. 1900/Folk Victorian		Not Eligible
	801 E 11th Street, Michigan City	Multiple House	c. 1961/Ranch		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	815 E 11th Street, Michigan City	House	c. 1924/Craftsman		Not Eligible
	817 E 11th Street, Michigan City	House	c. 1924/National Folk		Not Eligible
	824 E 11th Street, Michigan City	Commercial	c. 1920/Modern Commercial		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	907 E 11th Street, Michigan City	House	c. 1900/National Folk		Not Eligible
	911 E 11th Street, Michigan City	House	c. 1900/National Folk		Not Eligible
	1102 Cedar Street, Michigan City	First Christian Church	1889/Spanish Mission revival	IHSSI 091-406- 21081 (Outstanding)	Individually Eligible/ Contributing Resource to recommended expansion of Elston Grove Historic District

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1109 Cedar Street, Michigan City	House	c. 1880/Colonial Revival		Not Eligible
	1111 Cedar Street, Michigan City	Apartment Building	c. 1927/Eclectic/Tudor Revival (rear addition 1941)		Eligible
	1119 Cedar Street, Michigan City	House	c. 1890/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	314 Lafayette Street, Michigan City	House	c. 1906/Dutch Colonial Revival (Utility shed 1906) (Car shed 1990)		Not Eligible
	416 Lafayette Street, Michigan City	House	c. 1963/Ranch (Detached garage 1984)		Not Eligible
	501 Lafayette Street, Michigan City	House	c. 1951/Minimal Traditional		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	502 Lafayette Street, Michigan City	House	c. 1935/Minimal Traditional (Lean-To 1990)		Not Eligible
	103 Main Street, Michigan City	House	c. 1925/Craftsman		Not Eligible
	105 Main Street, Michigan City	House	c. 1927/Foursquare		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	205 Main Street, Michigan City	House	c. 1903/National Folk		Not Eligible
	206 Main Street, Michigan City	House	c. 1879/National Folk (Detached garage 1925)		Not Eligible
	209 Main Street, Michigan City	House	c. 1876/National Folk (Detached garage 1925)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	210 Main Street, Michigan City	House	c. 1879/National Folk (Detached garage 1925)		Not Eligible
	216 Main Street, Michigan City	House	c. 1884/National Folk (Detached garage 1925)		Not Eligible
	310 Main Street, Michigan City	House	c. 1900/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	316 Main Street, Michigan City	House	c.1924/Craftsman (Detached garage 1924)		Not Eligible
	322 Main Street, Michigan City	House	c. 1955/Cape Cod (Detached garage 1955)		Not Eligible
	402 Main Street, Michigan City	House	c. 1953/Ranch		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	406 Main Street, Michigan City	House	c. 1953/Minimal Traditional		Not Eligible
	410 Main Street, Michigan City	House	c. 1953/Ranch (garage 1953)		Not Eligible
	414 Main Street, Michigan City	House	c. 1953/Ranch		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	418 Main Street, Michigan City	House	c. 1953/Ranch		Not Eligible
	612 Main Street, Michigan City	House	c. 1900/National Folk		Not Eligible
	616 Main Street, Michigan City	Rock of Ages Baptist Church	c. 1930/Ecclesiastic		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	620 Main Street, Michigan City	House	c. 1905/Folk Victorian (garage 1905)		Not Eligible
	628 Main Street, Michigan City	House	c. 1920/Foursquare		Not Eligible
	630 Main Street, Michigan City	House	c. 1904/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	210 Maple Street	House	c. 1967/Ranch		Not Eligible
	304 Maple Street	El Shaddai Apostolic Pentecostal Temple	c. 1950/Other		Not Eligible
	1008 E Michigan Boulevard, Michigan City	House	c. 1900/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1015 E Michigan Boulevard, Michigan City	Commercial	c. 1941/Modern Commercial		Not Eligible
	1036 E Michigan Boulevard, Michigan City	Apartment Building	c. 1910/Folk Victorian		Not Eligible
	1102 E Michigan Boulevard, Michigan City	Apartment Building	c. 1890/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1118 E Michigan Boulevard, Michigan City	House	c. 1891/Folk Victorian (garage 1891)		Not Eligible
	1124 E Michigan Boulevard, Michigan City	House	c.1880/Folk Victorian		Not Eligible
	122 Phillips Avenue, Michigan City	House	c. 1890/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



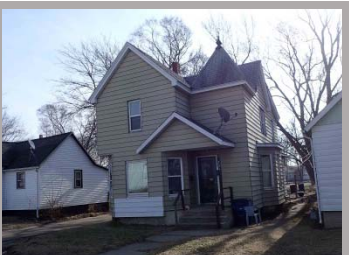
Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	124 Phillips Avenue, Michigan City	House	c. 1900/National Folk		Not Eligible
	126 Phillips Avenue, Michigan City	House	c. 1890/National Folk (garage 1965)		Not Eligible
	128 Phillips Avenue, Michigan City	House	c. 1897/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	130 Phillips Avenue, Michigan City	House	c. 1895/National Folk		Not Eligible
	134 Phillips Avenue, Michigan City	House	c. 1900/National Folk		Not Eligible
	136 Phillips Avenue, Michigan City	House	c. 1897/National Folk (open-frame porch 1950; utility shed 1950)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	138 Phillips Avenue, Michigan City	House	c. 1900/National Folk		Not Eligible
	109 Poplar Street, Michigan City	House	c. 1901/National Folk		Not Eligible
	306 York Street, Michigan City	House	c. 1915/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	408 York Street, Michigan City	House	c. 1900/National Folk (Utility shed 1960)		Not Eligible
	409 York Street, Michigan City	House	c. 1914/Craftsman		Not Eligible
	410 York Street, Michigan City	House	c. 1901/Folk Victorian (Utility shed 1960)	IHSSI 091-406- 21078 (Contributing)	Eligible as a Contributing Resource to recommended expansion of Elston Grove Historic District

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	413 York Street, Michigan City	Apartment Building	c. 1914/Colonial Revival		Not Eligible
	601 E 10th Street, Michigan City	House	c. 1860/National Folk	IHSSI 091-406-21077(Contributing)	Eligible
	815 W 10th Street, Michigan City	Zion Temple Church	c. 1905/Commercial		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	409 Chicago Street, Michigan City	Apartment Building	c. 1910/Classical Revival		Not Eligible
	1006 Elston Street, Michigan City	House	c. 1862/National Folk (Detached garage 1862)		Not Eligible
	1008 Elston Street, Michigan City	House	c. 1862/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1012 Elston Street, Michigan City	House	c. 1864/Folk Victorian		Not Eligible
	1016 Elston Street, Michigan City	House	c. 1862/National Folk (rear building 1991)		Not Eligible
	1001 Manhattan Street, Michigan City	House	c. 1869/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1005 Manhattan Street, Michigan City	House	c. 1846/National Folk		Not Eligible
	1009 Manhattan Street, Michigan City	House	c. 1868/National Folk		Not Eligible
	1015 Manhattan Street, Michigan City	House	c. 1868/Folk Victorian (Detached garage 2001)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1002 Elston Street, Michigan City	House	c. 1862/National Folk		Not Eligible
	411 W 11th Street, Michigan City	St. Mary's Rectory & Parish Office	1932/Eclectic	IHSSI 091-406- 21101 (Notable)	Not Eligible
	1050 Buffalo Street, Michigan City (Assessor)/400 W 10th Street, Michigan City	St. Mary of the Immaculate Conception Catholic Church	1868; 1932/Gothic Revival	IHSSI 091-406- 17032 (Outstanding)	Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	318W 10th Street, Michigan City	St. Mary's School	1886; 1932/Neoclassical	IHSSI 091-406-17033 (Notable)	Not Eligible
	117 W 11th Street, Michigan City	Kingdom Automotive	c. 1951/Ranch (Utility shed 1951)		Not Eligible
	1015 Franklin Street	Commercial/Reprographic Arts Inc.	c. 1920/ Commercial		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County

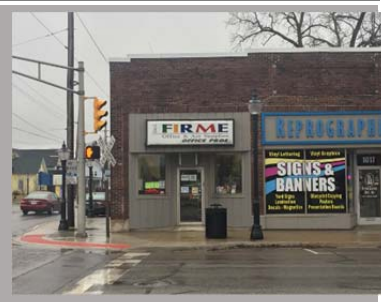


Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1019 Franklin Street	Commercial/Glenn Firme & Associates, Inc.	c. 1920/Commercial		Not Eligible
	1102 Manhattan Street, Michigan City	House	c. 1885/Folk Victorian		Not Eligible
	402 W 11th Street, Michigan City	Commercial/Apartment Building	c. 1910/Classical Revival (garage 1910)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1107 Buffalo Street, Michigan City	House	c. 1875/Foursquare		Not Eligible
	320 W 11th Street, Michigan City	House	c. 1885/National Folk		Not Eligible
	1108 Buffalo Street, Michigan City	House	c. 1885/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	316 W 11th Street, Michigan City	House	c. 1885/National Folk		Not Eligible
	314 W 11th Street, Michigan City	House	c. 1905/National Folk Detached garage (1925)		Not Eligible
	1101 Franklin Street, Michigan City	Commercial	c. 1880/Queen Anne (IHSSI form) (Detached garage 1930)	IHSSI 091-406-21091 (Notable)	Eligible

Table B-1. Surveyed resources in the APE in LaPorte County


Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1103 Franklin Street, Michigan City	Commercial	c. 1900/Commercial		Not Eligible
	1113 Franklin Street, Michigan City	Commercial	c. 1900/Classical Revival		Not Eligible
	1115 Franklin Street, Michigan City	Commercial	c. 1900/Italianate Rear Building (1900)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County


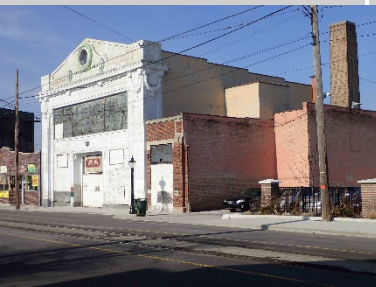

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	106 E 11th Street, Michigan City	Commercial	c.1927/Commercial		Not Eligible
	114 E 11th Street, Michigan City	South Shore Line Station	1926/Beaux Arts	IHSSI 091-406- 21092 (Outstanding)	Eligible
	202 E 11th Street, Michigan City	House	c. 1870/National Folk (detached garage 1925)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	206 E 11th Street, Michigan City	House	c. 1902/National Folk (Utility shed 1990)		Not Eligible
	210 E 11th Street, Michigan City	House	c. 1870/National Folk (Utility shed 1990)		Not Eligible
	214 E 11th Street, Michigan City	House	c. 1870/National Folk (Utility shed 1870)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	218 E 11th Street, Michigan City	House	c. 1890/National Folk		Not Eligible
	222 E 11th Street, Michigan City	House	c. 1880/National Folk		Not Eligible
	1015 Spring Street, Michigan City	House	c. 1948/Minimal Traditional Utility shed (2001)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1107 Spring Street, Michigan City	House	c. 1886/Other		Not Eligible
	1016 Spring Street, Michigan City	House	c. 1880/National Folk		Not Eligible
	304 E 11th Street, Michigan City	House	c. 1880/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	306 E 11th Street, Michigan City	House	c. 1890/National Folk (Detached garage 1925)		Not Eligible
	314 E 11th Street, Michigan City	House	c. 1953/Minimal Traditional (Detached garage 1953)		Not Eligible
	322 E 11th Street, Michigan City	House	c. 1920/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	326 E 11th Street, Michigan City	Apartment Building	c. 1920/Neoclassical	IHSSI 091-406-21082 (Contributing)	Eligible as a Contributing Resource to Elston Grove Historic District
	1009 Cedar Street, Michigan City	Apartment Building	c. 1900/Italianate	IHSSI 091-406-21083 (Contributing)	Eligible as a Contributing Resource to Elston Grove Historic District
	319 E 10th Street, Michigan City	House	c. 1880/National Folk	IHSSI 091-406-21084 (Contributing)	Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1102 Franklin Street, Michigan City	Commercial	c. 1961/Modern Commercial		Not Eligible
	121 E 11th Street, Michigan City	Apartment Building	c. 1900/Folk Victorian		Not Eligible
	1108 S Franklin Street, Michigan City	Loyal Order of the Moose Lodge 980	c. 1920/Modernistic		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



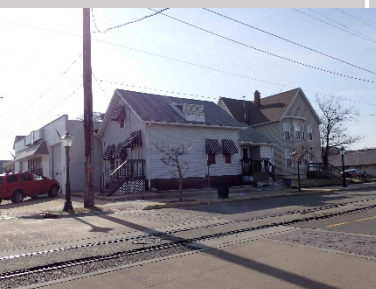
Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1109 Pine Street, Michigan City	House	c. 1910/Craftsman		Not Eligible
	1105 Pine Street, Michigan City	Commercial 1 Stop Auto Shop	c. 1942/Modern Commercial		Not Eligible
	1101 Pine Street, Michigan City	Commercial (formerly a House)	c. 1881/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	201 E 11th Street, Michigan City	House	c. 1900/Folk Victorian		Not Eligible
	205 E 11th Street, Michigan City	House	c. 1949/National Folk (Detached garage 1900)		Not Eligible
	209 E 11th Street, Michigan City	House	c. 1880/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	221 E 11th Street, Michigan City/211 E 11th Street, Michigan City (Assessor)	House	c. 1900/National Folk (Utility shed 1980)		Not Eligible
	1110 Pine Street, Michigan City	House	c. 1895/Folk Victorian (Detached garage 1895)		Not Eligible
	1114 Pine Street, Michigan City	House	c. 1898/National Folk (Detached garage 1925)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1120 Pine Street, Michigan City	House	c. 1880/Folk Victorian (Detached garage 1880)		Not Eligible
	1111 Spring Street, Michigan City	House	c. 1890/Folk Victorian (Utility shed 1890)		Not Eligible
	1115 Spring Street, Michigan City	House	c. 1892/National Folk (Detached garage 1968) (Lean-To 1892)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1117 & 1119 Spring Street, Michigan City	House	c. 1885/National Folk (Utility shed 1999)		Not Eligible
	219 E 11th Street, Michigan City	House	c. 1880/National Folk (Detached garage 1985) (Pool above ground 1990)		Not Eligible
	227 E 11th Street, Michigan City	House	c. 1875/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1102 Spring Street, Michigan City	House	c. 1900/Folk Victorian		Not Eligible
	1108 Spring Street, Michigan City	House	c. 1886/National Folk (Utility shed 1990)		Not Eligible
	313 E 11th Street, Michigan City	House	c. 1900/Folk Victorian (Detached garage 1980)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	319 E 11th Street, Michigan City	House	c. 1900/Folk Victorian (Detached garage 1954)		Not Eligible
	321 E 11th Street, Michigan City	House	c. 1914/Craftsman		Not Eligible
	1110 Spring Street, Michigan City	House	c. 1875/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1116 Spring Street, Michigan City	House	c. 1885 /Colonial Revival		Not Eligible
	1118 Spring Street, Michigan City	House	c. 1890/National Folk (Detached garage 1988)		Not Eligible
	1204 Franklin Street, Michigan City	Virk's BP station and mart	c. 1941/Modern Commercial		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	424 Sheridan Avenue, Michigan City	House	c. 1959/Ranch		Not Eligible
	428 Sheridan Avenue, Michigan City	House	c. 1969/Ranch		Not Eligible
	432 Sheridan Avenue, Michigan City	House	c. 1925/National Folk (Detached garage 1925)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	440 Sheridan Avenue, Michigan City	House	c. 1942/Minimal Traditional (Utility shed 2006)		Not Eligible
	448 Sheridan Avenue, Michigan City	House	c. 1969/Ranch		Not Eligible
	443 Hayes Avenue, Michigan City	House	c. 1900/National Folk (Lean-To 1998)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	442 Hayes Avenue, Michigan City	House	c. 1900/National Folk		Not Eligible
	1821 W 10th Street, Michigan City	House	c. 1900/Folk Victorian (Detached garage 1925) (Lean-To 1990)		Not Eligible
	1805 W 10th Street, Michigan City	House	C. 1897/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1811 W 10th Street, Michigan City	House	c. 1900/National Folk		Not Eligible
	402 Sheridan Avenue, Michigan City	House	c. 1951/Ranch (Utility shed 2001) (Barn, pole 2004) / midcentury modern		Not Eligible
	1720 W 8th Street, Michigan City	House	c. 1947/Other		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1701 W 10th Street, Michigan City	House	c. 1895/Folk Victorian		Not Eligible
	1705 W 10th Street, Michigan City	House	c. 1905/Folk Victorian (Detached garage 1925) (Utility shed 2001) (Barn, pole 2004)		Not Eligible
	1814 W 10th Street, Michigan City	House	c. 1892/Folk Victorian (Detached garage 1892) (Utility shed 1997)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1720 W 10th Street, Michigan City	House	c.1905/National Folk (Detached garage 1968)		Not Eligible
	1712 W 10th Street, Michigan City	House	c. 1902/Folk Victorian (Detached garage 1989)		Not Eligible
	1710 W 10th Street, Michigan City	House	c. 1900/Folk Victorian (Detached garage 1900) (Utility shed 1990)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1708 W 10th Street, Michigan City	House	c. 1905/Folk Victorian (Detached garage 1905)		Not Eligible
	1628 W 10th Street, Michigan City	House	c. 1920/Foursquare		Not Eligible
	1816 W 10th Street, Michigan City	House	c. 1905/Folk Victorian (Detached garage 1925) (Utility sheds 1980) (pool, in ground 1980)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1621 W 10th Street, Michigan City	House	c. 1900/National Folk (pool, above ground 2004)		Not Eligible
	1611 W 10th Street, Michigan City	House	c. 1922/Craftsman (Detached garage 1922)		Not Eligible
	1607 W 10th Street, Michigan City	House	c. 1885/Folk Victorian (Detached garage 1985)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1601 W 10th Street, Michigan City	House	c. 1900/National Folk		Not Eligible
	158 Hancock Avenue, Michigan City	House	c. 1900/National Folk		Not Eligible
	1515 W 10th Street, Michigan City	House	c. 1900/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1511 W 10th Street, Michigan City	House	c. 1902/National Folk (Detached garage 1925)		Not Eligible
	1509 W 10th Street, Michigan City	House	c. 1910/National Folk		Not Eligible
	135 Seymour Avenue, Michigan City	House	c. 1894/Folk Victorian (Detached garage 1925) (Utility shed 1970)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1408 Youngs Court, Michigan City	House	c. 1928/National Folk (Utility shed 2001)		Not Eligible
	1427 W 10th Street, Michigan City	House	c. 1900/Folk Victorian (Detached garage 1900)		Not Eligible
	1405 W 10th Street, Michigan City	House	c. 1900/Folk Victorian (Detached garage 1900)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1401 W 10th Street, Michigan City	House	c. 1885/National Folk (Detached garage 1963)		Not Eligible
	422 Douglas Avenue, Michigan City	House	c. 1969/Ranch		Not Eligible
	420 Douglas Avenue, Michigan City	House	c. 1902/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1227 W 10th Street, Michigan City	House	c. 1890/National Folk (Detached garage 1890) (Utility shed 1993)		Not Eligible
	1221 W 10th Street, Michigan City	House	c. 1890/National Folk		Not Eligible
	1231 W 10th Street, Michigan City	House	c. 1880/National Folk (Effective year built 1945) (Detached garage 1968) (Detached garage 1987) (Utility shed 1991)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1604 W 10th Street, Michigan City	House	c. 1958/Ranch		Not Eligible
	1524 W 10th Street, Michigan City	House	c. 1962/Ranch		Not Eligible
	1522 W 10th Street, Michigan City	House	c. 1912/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1430 W 10th Street, Michigan City	House	c. 1900/National Folk		Not Eligible
	617 Carlon Court, Michigan City	House	c. 1969/Ranch		Not Eligible
	1602 W 10th Street, Michigan City	House	c. 1956/Ranch		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1314 W 10th Street, Michigan City	House	c. 1927/National Folk (Detached garage 1927)		Not Eligible
	1312 W 10th Street, Michigan City	House	c. 1930/National Folk (Detached garage 1978)		Not Eligible
	612 Carlon Court, Michigan City	House	c. 1963/Ranch (Effective year built 1986) (Utility shed 1993)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	614 Carlon Court, Michigan City	House	c. 1958/Ranch (Detached garage 1958)		Not Eligible
	1306 W 10th Street, Michigan City	House	c. 1922/National Folk (Utility shed 1992)		Not Eligible
	1302 W 10th Street, Michigan City	House	c. 1930/National Folk (Detached garage 1930)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	611 Donnelly Street, Michigan City	House	c. 1928/Craftsman (Detached garage 1928)		Not Eligible
	613 Donnelly Street, Michigan City	House	c. 1926/National Folk		Not Eligible
	617 Donnelly Street, Michigan City	House	c. 1925/National Folk (Utility shed 1990) (Utility shed 2003)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	623 Donnelly Street, Michigan City	House	c. 1950/Minimal Traditional (Detached garage 1950) (Car shed 1995) (Utility shed 1995)		Not Eligible
	612 Donnelly Street, Michigan City	House	c. 1923/National Folk		Not Eligible
	618 Donnelly Street, Michigan City	House	c. 1932/National Folk (Detached garage 1932)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	620 Donnelly Street, Michigan City	House	c. 1925/National Folk (Detached garage 1925)		Not Eligible
	624 Donnelly Street, Michigan City	House	c. 1958/Ranch		Not Eligible
	515 S Sheridan Avenue, Michigan City	Industrial/Small shops	c. 1946/Utilitarian (Canopies 1953)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	555 Sheridan Avenue, Michigan City	Garage	c. 1946/Commercial (Second building 1982) (Utility shed 1928)		Not Eligible
	1217 W 10th Street, Michigan City	House	c. 1890/National Folk (Effective year built 1960) (Utility shed 2000)		Not Eligible
	509 Willard Avenue, Michigan City	House	c. 1892/National Folk (Detached garage 2009) (Canopy, roof extension 2015)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	511 Willard Avenue, Michigan City	House	c. 1890/Folk Victorian		Not Eligible
	515 Willard Avenue, Michigan City	House	c. 1895/Queen Anne		Not Eligible
	1131 W 10th Street, Michigan City	House	c. 1969/Ranch		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1121 W 10th Street, Michigan City	House	c. 1880/National Folk (Detached garage 1990)		Not Eligible
	1119 W 10th Street, Michigan City	House	c. 1905/Folk Victorian (Detached garage 1905)		Not Eligible
	1117 W 10th Street, Michigan City	House	c. 1917/National Folk (Detached garage 1975)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1107 W 10th Street, Michigan City	House	c. 1945/National Folk (Detached garage 1925)		Not Eligible
	1101 W 10th Street, Michigan City	House	c. 1900/Folk Victorian		Not Eligible
	1027 W 10th Street, Michigan City	House	c. 1900/National Folk (Detached garage 1900) (Lean-To 1965)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1019 W 10th Street, Michigan City	House	c. 1904/Folk Victorian		Not Eligible
	1015 W 10th Street, Michigan City	House	c. 1899/Folk Victorian (Effective year built 1954)		Not Eligible
	1125 W 10th Street, Michigan City	Commercial/Little Rascals Daycare	c. 1900/National Folk (Utility shed 1900)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	609 Willard Avenue, Michigan City	House	c. 1890/National Folk (Utility shed 1890)		Not Eligible
	615 Willard Avenue, Michigan City	Lake Michigan Lodge; Prince Hall Freemasons	c. 1895/National Folk		Not Eligible
	619 Willard Avenue, Michigan City	House	c. 1907/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	621 Willard Avenue, Michigan City	House	c. 1914 / Craftsman		Not Eligible
	625 Willard Avenue, Michigan City	House	c. 1895/National Folk (Detached garage 1996)		Not Eligible
	629 Willard Avenue, Michigan City	House	c. 1915/Craftsman (Effectively built 1963)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1144 W 10th Street, Michigan City	House	c. 1873/Folk Victorian (Detached garage 1988)		Not Eligible
	1140 W 10th Street, Michigan City	House	c. 1900/National Folk (Detached garage 1950)		Not Eligible
	1132 W 10th Street, Michigan City	House	c. 1850/National Folk (Detached garage 1986)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1128 W 10th Street, Michigan City	House	c. 1858/National Folk (Utility shed 2000)		Not Eligible
	1122 W 10th Street, Michigan City	House	c. 1900/National Folk (Utility shed 1900)		Not Eligible
	1116 W 10th Street, Michigan City	House	c. 1937/Eclectic (Detached garage 1937)		Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1112 W 10th Street, Michigan City	House	c. 1895/National Folk (Detached garage 1925)		Not Eligible
	1108 W 10th Street, Michigan City	House	c. 1895/National Folk		Not Eligible
	606 Willard Avenue, Michigan City	House	c. 1885/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	620 Willard Avenue, Michigan City	House	c. 1850/National Folk (Detached garage 1977)		Not Eligible
	1117 Green Street, Michigan City	House	c. 1875/National Folk		Not Eligible
	1115 Green Street, Michigan City	House	c. 1896/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1109 Green Street, Michigan City	House	c. 1884/National Folk (Utility shed 1985)		Not Eligible
	119 Claire Street, Michigan City	House	c. 1916/National Folk (Detached garage 1916) / bungalow		Not Eligible
	123 Claire Street, Michigan City	House	c. 1947/Minimal Traditional (Detached garage 1947)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	145 Claire Street, Michigan City	House	c. 1849/National Folk (Utility sheds 1990)		Not Eligible
	141 Claire Street, Michigan City	House	c.1849/National Folk (Detached garage 1970) (Utility shed 1979)		Not Eligible
	121 Claire Street, Michigan City	House	c. 1926/National Folk (Detached garage 1926)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1107 Green Street, Michigan City	House	c. 1921/Craftsman (Detached garage 1997) (Utility shed 2000)		Not Eligible
	1104 W 10th Street, Michigan City	House	c. 1889/National Folk		Not Eligible
	1026 W 10th Street, Michigan City	House	c. 1874/National Folk (Detached garage 1874) (Utility shed 1980)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	116 Claire Street, Michigan City	House	c. 1929/National Folk (Detached garage 1969)		Not Eligible
	124 Claire Street, Michigan City	House	c. 1926/National Folk (Detached garage 1995)		Not Eligible
	126 Claire Street, Michigan City	House	c. 1914/National Folk (Detached garage demolished?)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	134 Claire Street, Michigan City	House	c. 1870/National Folk (Detached garage 2002) (Utility shed 2000)		Not Eligible
	136 Claire Street, Michigan City	House	c. 1876/National Folk		Not Eligible
	1002 Green Street, Michigan City	Alpha Storage	c. 1885/Industrial	IHSSI 091-406- 21166 (Notable)	Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	911 W 10th Street, Michigan City	House	c. 1875/National Folk		Not Eligible
	905 W 10th Street, Michigan City	House	c. 1875/National Folk		Not Eligible
	911 Kentucky Street, Michigan City	House	c. 1900/Italianate	IHSSI 091-406-21152 (Contributing)	Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	501 Chicago Street, Michigan City	Bill's Body Shop/gas station	c. 1925/Utilitarian	IHSSI 091-406-21153 (Contributing)	Not Eligible
	506 Chicago Street, Michigan City	Commercial garage	c. 1946/Utilitarian		Not Eligible
	1004 Kentucky Street, Michigan City	Garage/gas station	c. 1920/Utilitarian	IHSSI 091-406-21150 (Contributing)	Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1008 Kentucky Street, Michigan City	House	c. 1905 /Folk Victorian		Not Eligible
	1007 Tennessee Street, Michigan City	Apartment Building	c. 1900/Folk Victorian (Detached garage 1900)		Not Eligible
	1009 Tennessee Street, Michigan City	House	c. 1888/National Folk (Detached garage 1989)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1015 Tennessee Street, Michigan City	House	c. 1900/Folk Victorian		Not Eligible
	1001 Tennessee Street, Michigan City	House	c. 1890/National Folk Detached garage (1890) Utility shed (2000)		Not Eligible
	710 W 10th Street, Michigan City	House	c. 1885/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1008 Tennessee Street, Michigan City	House	c. 1875/National Folk		Not Eligible
	1012 Tennessee Street, Michigan City	House	c. 1875/National Folk (Detached garage 1875)		Not Eligible
	1015 Ohio Street, Michigan City	House	c. 1885/National Folk (Utility shed 1999)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	902 W 11th Street, Michigan City	Garage/gas station	c. 1935 / 20 th century modern functional (per IHSSI form)	IHSSI 091-406- 21151 (Contributing)	Not Eligible
	1109 Kentucky Street, Michigan City	House	c. 1875/National Folk (Detached garage 1950)		Not Eligible
	913 Green Street, Michigan City	House	c. 1885/National Folk (Barn, pole 1992) (Barn, pole 1992) Utility shed (1990) / Eclectic		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	915 Green Street, Michigan City	House	c. 1890/National Folk		Not Eligible
	921 Green Street, Michigan City	House	c. 1875/National Folk (Detached garage 1875)		Not Eligible
	901 Green Street, Michigan City	House	c. 1900/Folk Victorian		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	816 W 11th Street, Michigan City	House	c. 1885/National Folk (Detached garage 1885)		Not Eligible
	1106 Kentucky Street, Michigan City	House	c. 1875/National Folk		Not Eligible
	1110 Kentucky Street, Michigan City	House	c. 1900/National Folk (Effective year built 1958) (Porch & deck 2016)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1114 Kentucky Street, Michigan City	House	c. 1894/National Folk (Detached garage 1963)		Not Eligible
	808 W 11th Street, Michigan City	House	c. 1902/National Folk		Not Eligible
	802 W 11th Street, Michigan City	House	c. 1875/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1107 Tennessee Street, Michigan City	House	c. 1900/National Folk (Utility shed 2000)		Not Eligible
	1109 Tennessee Street, Michigan City	House	c. 1875/National Folk (Detached garage 1875)		Not Eligible
	1115 Tennessee Street, Michigan City	House	c. 1875/National Folk (Detached garage 1930)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1106 Tennessee Street, Michigan City	House	c. 1899/National Folk (Detached garage 1899) (Utility shed 1996)		Not Eligible
	1112 Tennessee Street, Michigan City	House	c. 1899/National Folk (Detached garage 1950)		Not Eligible
	1116 Tennessee Street, Michigan City	House	c. 1899/National Folk (Detached garage 1956)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	708 W 11th Street, Michigan City	House	c. 1880/National Folk		Not Eligible
	1105 Ohio Street, Michigan City	House	c. 1880/National Folk		Not Eligible
	1111 Ohio Street, Michigan City	House	c. 1890 / National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1115 Ohio Street, Michigan City	House	c. 1880/Queen Anne (Detached garage 1894)	IHSSI 091-406- 21106 (Contributing)	Eligible as a Contributing Resource to recommended DeWolfe's Addition Historic District
	1102 Tennessee Street, Michigan City	House	c. 1880/National Folk		Not Eligible
	1106 Ohio Street, Michigan City	House	c. 1889/National Folk (Utility shed 1900)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1112 Ohio Street, Michigan City	House	c. 1890/National Folk		Not Eligible
	1116 Ohio Street, Michigan City	House	c. 1880/National Folk	IHSSI 091-406-21105 (Contributing)	Eligible as a Contributing Resource to recommended DeWolfe's Addition Historic District
	608 W 11th Street, Michigan City	House	c. 1889/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1101 Elston Street, Michigan City	House	c. 1880 /Folk Victorian	IHSSI 091-406-21103 (Contributing)	Eligible as a Contributing Resource to recommended DeWolfe's Addition Historic District
	1105 Elston Street, Michigan City	House	c. 1889/National Folk (Detached garage 1889)		Not Eligible
	1109 Elston Street, Michigan City	House	c. 1883/National Folk (Detached garage 1883)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County


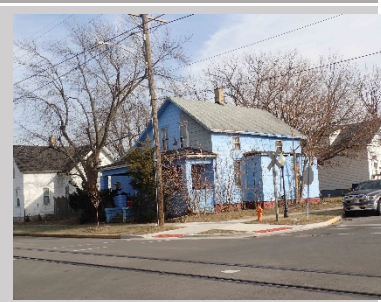

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1115 Elston Street, Michigan City	House	c. 1890/Folk Victorian (Detached garage 1890)		Not Eligible
	616 W 11th Street, Michigan City	House	c. 1870/National Folk (Detached garage 1870)		Not Eligible
	610 W 11th Street, Michigan City	House	c. 1870/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	516 W 11th Street, Michigan City	House	c. 1870/National Folk		Not Eligible
	1108 Elston Street, Michigan City	House	c. 1889/National Folk (Detached garage 1889)		Not Eligible
	1110 Elston Street, Michigan City	House	c. 1900/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1112 Elston Street, Michigan City	House	c. 1900/National Folk (Utility shed 1990)		Not Eligible
	1116 Elston Street, Michigan City	House	c. 1890/National Folk		Not Eligible
	1120 Elston Street, Michigan City	House	c. 1900/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1118 Elston Street, Michigan City	House	c. 1890/National Folk		Not Eligible
	1101 Manhattan Street, Michigan City	House	c. 1889/National Folk		Not Eligible
	1107 Manhattan Street, Michigan City	House	c. 1879/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1109 Manhattan Street, Michigan City	House	c. 1880/Queen Anne	IHSSI 091-406-21102 (Contributing)	Eligible as a Contributing Resource to recommended DeWolfe's Addition Historic District
	1113 Manhattan Street, Michigan City	House	c. 1885/National Folk		Not Eligible
	1106 Manhattan Street, Michigan City	House	c. 1880/National Folk (Utility shed 2000)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1108 Manhattan Street, Michigan City	House	c. 1889/National Folk (Utility shed 1997)		Not Eligible
	1112 Manhattan Street, Michigan City	House	c. 1900/National Folk (Utility shed 2001)		Not Eligible
	1116 Manhattan Street, Michigan City	House	c. 1890/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	408 W 11th Street, Michigan City	House	c. 1879/National Folk (Utility shed 1982)		Not Eligible
	1111 Buffalo Street, Michigan City	House	c. 1890/National Folk		Not Eligible
	1109 Buffalo Street, Michigan City	House	c. 1890/National Folk		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County






Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1115 Buffalo Street, Michigan City	House	c. 1900/National Folk (Detached garage 1900)		Not Eligible
	1110 Buffalo Street, Michigan City	House	c. 1909 / Colonial Revival		Not Eligible
	1116 Buffalo Street, Michigan City	House	c. 1874/National Folk (Detached garage 1979)		Not Eligible

Table B-1. Surveyed resources in the APE in LaPorte County

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	131 Hancock Avenue, Michigan City	House	c.1930/Craftsman (Detached garage 1930)		Not Eligible
	135 Hancock Avenue, Michigan City	House	c. 1925/Craftsman		Not Eligible



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