

Louisville Southern Indiana Ohio River Bridges Project
Indiana Historic Preservation Advisory Team
Meeting – March 15, 2007 (Re-Scheduled from February 14, 2007)
SUMMARY

Opening Remarks: Mr. Jeff Vlach, CTS-GEC

Mr. Vlach opened the meeting and thanked everyone for attending. Agendas were disseminated to the attendees. Due to the limited number of attendees, introductions were excluded.

Project Update: Mrs. Mary Kennedy and Mr. John Carr, Co-chairs

Mrs. Kennedy indicated the INDOT is continuing to pursue the acquisition of the Swartz Farm. She further remarked that the survey of Section 3 (Downtown Approach) and Section 6 (East End Approach) is completed. Also, the Project Financial Plan has been developed and is anticipated to be submitted to the Federal Highway Administration (FHWA) in mid-April. Mrs. Kennedy announced there is a new INDOT Commissioner. Commissioner Kurt Browning has been appointed to the position vacated by former Commissioner Tom Sharp in November 2006.

Mr. Jim Hilton provided an update on the status of efforts to initiate plans to move the five houses in the Old Jeffersonville Historic District. The Memorandum of Agreement (MOA) requires INDOT and FHWA to make a reasonable effort in relocating five contributing structures, 115 Fort Street, 116 Fort Street, 502 West Market Street, 432 Riverside Drive and 502 West Riverside Drive, to vacant lots in the District (MOA Stipulation III.E.7). On February 7, 2007, representatives of CTS-GEC met with Edwards Moving and Rigging (EMR) to determine the feasibility of navigating the structures through the floodwall. A typical structure move costs approximately \$10-15 / ft². Preliminary indications were that the structures could be moved, however, it was noted that EMR would need to access the interior of each structure and evaluate the floor system to develop a detailed estimate of cost. Mr. Chester Hicks indicated that the City Building Inspector would also require access to the homes.

Mr. Hilton described the process that EMR typically uses to physically relocate buildings from one location to another, however, these structures are too wide to be moved through the floodwall gates. Also discussed was the scenario in which each structure would be hoisted over the floodwall at the municipal parking lot under the existing interstate, at this point the wall tapers to approximately 6-7 ft. This procedure is however more expensive. The possibility of using the parking lot as a staging area to stabilize each structure prior to moving to their permanent location was also discussed. Also, Mr. Paul Boone inquired as to the possibility of temporarily removing a portion of the floodwall for access. These items remain open for discussion. Mr. Carr questioned the possibility of relocating the homes via a barge. This scenario, however, was discarded due to issues of moving the structure from the District.

The next step in the process would be to gain access to the homes for further (structural) investigation, develop initial costs, and determine potential sites to relocate the homes. There is approximately \$750,000.00 allocated by the Project to buy the homes, acquire new sites, relocate to the new site, and place them on new foundations. This also includes funding for any repairs needed as a result of the moving process; no other repairs are mandated.

Mr. Greg Sekula inquired about securing sites for the re-located homes and what role the HPP would have in making that determination. Mr. Senninger stated that it was his understanding that the scope of services for the HPP would provide language that addresses the need for the context of the new locations be appropriate to the scale and style of each home to the greatest extent possible. Mr. Hilton agreed that it is not the role of the HPP to designate specific sites for the relocated structures.

Mr. Sekula indicated that Historic Landmarks Foundation of Indiana (HLFI) could contact the owners of five structures to gain access. It was agreed upon by those in attendance that this would be an acceptable course of action. HLFI, in their efforts to contact the owners, agreed to involve the Rose Hill Neighborhood Association.

Mr. Chad Costa provided the IHPAT with an update on efforts to coordinate access with Mr. Tony Manley, owner of two of the Utica Lime Kilns. Mr. Costa remarked that a coordination letter was sent to Mr. Manley under INDOT cover on February 12, 2007 requesting the arrangement of a meeting to resolve any concerns prior to accessing the property. On March 8, 2007, CTS-GEC received a response from Mr. Manley accepting the invitation to discuss the intentions of the Project with regard to the two Lime Kilns. Mr. Costa noted that a meeting with Mr. Manley was set for 1:00 PM following the IHPAT. An update on the meeting with Mr. Manley will be provided to the IHPAT at a subsequent meeting.

Mr. Boone, INDOT Project Manager, was acknowledged by the Co-chairs to present the ombudsman for the Indiana sections of the Project. Mr. Boone thanked the Co-chairs and introduced Mr. Carl Percy. Mr. Percy has skills in conflict resolution and has undergone ombudsman training courses. Mr. Percy's contact information is available on the Project website (www.kyinbridges.com). However, it was noted that Mr. Percy would not be moving into his office at the Quartermaster Depot until at least April 1, 2007, as it is still undergoing renovation.

Historic Preservation Plan (HPP Update): Mr. Senninger, Ratio Architects/CTS-GEC

Swartz Fam Rural Historic District

Mr. Senninger presented a brief overview of the new material/format for the next draft of the Swartz Farm Rural Historic District HPP. The conversation began by showing several historic aerials of the area that illustrate development patterns over the last 60+ years. Those in attendance were shown sample pages (via PowerPoint presentation) of the updated content of the HPP to date. It was indicated that the next draft will incorporate the expertise of Jaeger Associates who are developing some of the cultural landscape analyses and recommendations.

Mr. Senninger also outlined one of the preliminary recommendations made by Clarion Associates following their visit to the area. It was suggested that, in an effort to preserve the county's remaining agricultural/natural landscape, consideration should be given to selling off additional property within the Swartz Farm Rural Historic District as a way to raise "seed funds" that could be used to purchase (protect) similar undeveloped land throughout Clark County. It was agreed upon by the IHPAT members that this was not a feasible alternative for the historic property. Mr. Senninger then discussed that potentially the best use of the property would be to create some form of a regional park for the community. Mr. Hicks suggested the consultants discuss/present the idea to the Clark County Park and Recreation Department to determine the feasibility of such an alternative.

There was additional discussion concerning the overpass of Utica-Sellersburg Road at I-265 and the potential impacts on viewsheds in the area. Mr. Hilton mentioned that this issue was taken into account during the preliminary designs, and that the new I-265 corridor was recessed into the landscape to reduce the required height of the Utica-Sellersburg Road overpass.

Mr. Hicks added that the residential owners along New Chapel Road petitioned to have their area re-zoned as commercial. The Clark County Commissioners have recently approved the petition, which is expected to increase property values in the area where proposed I-265 crosses New Chapel Road.

The next draft of the HPP will be made available to IHPAT members by April 3, 2007 for discussion at the April 18, 2007 meeting.

Old Jeffersonville Historic District

The discussion then shifted to the Old Jeffersonville Historic District HPP. Mr. Senninger again showed several historic aerials obtained from the State Archives of the downtown area (via PowerPoint presentation). The aerials reveal how development patterns have evolved over the years. It was stated that there will be a section within the HPP that summarizes some of these land use patterns, particularly the areas affected by the I-65 corridor.

Mr. Senninger provided an overview of the primary updates to the latest version of the Old Jeffersonville Historic District HPP compared to the previous draft presented at the December 2006 IHPAT work session. The following items represent some of these updates and discussion points provided by IHPAT members:

- Section 1.5 was added to Chapter 1 to summarize the impacts of the Project on the District.
- The historic context of Chapter 2 was updated to include an expanded African-American section based on research from Dr. Orloff Miller, as well as updated/additional photos.
- In addition to current conditions, Chapter 4 contains a “historic land use” and a “historic infrastructure” section that describe some of the primary activities and features that have shaped downtown Jeffersonville over the years.
- The purpose of Chapter 5 summarizes the analyses and provides an introduction to the Project Stipulations and Recommendations in the remaining chapters.
- Chapters 6 and 7 detail the specific Stipulations as outlined in the Project’s MOA relative to the interstate corridor and within the Old Jeffersonville Historic District respectively.
- Chapter 8 summarizes some of the interstate gateway opportunities and serves as a transition into Chapter 9 which focuses on recommendations relevant to the indirect impacts of the new I-65 approach to the bridge. The recommendations in Chapter 9 are outside the scope of the MOA, but could be incorporated into the city’s Comprehensive Plan currently being updated.
- Mr. Sekula noted several maps that need street label adjustments and suggested other maps have street names added.
- Mr. Sekula also stressed the importance of the HPP addressing the need for the local historic district to be expanded in order to place some requirements or oversight on future (re)development within the historic district.
- Mr. Hicks noted the need to address safety and aesthetic concerns regarding the type of street lighting in the downtown area. Specifically, he suggested the HPP recommend the removal of the “cobra head” streetlights and replaced with more pedestrian-scale lighting.
- Mr. Hicks also suggested the HPP incorporate recommendations (in Chapter 9) addressing the city’s desire to create form district regulations along certain areas to ensure proper/appropriate building design.
- Mr. Hicks also recommended that the HPP should discuss the possibility of a pedestrian walkway off the Second Street Bridge to maintain connection with commercial establishments in the identified “wedge”; the area between I-65 and US 31.
- Mr. Hicks indicated that there are several buildings the city is preparing to deem unsafe. These buildings will likely be demolished and could be used as potential sites for the five relocations.

- The HPP should address the significance of the Sixth Street entrance with the completion of the Project.
- IHPAT members also recommended that several photos be updated to reflect changes to certain building in the downtown. Mr. Senninger acknowledged the need to acquire new photos and will do so as weather and timing permits.
- Mr. Senninger asked the group for guidance on the most appropriate and feasible approach for discussion of streetscape improvements. It was suggested by the IHPAT members to essentially place a higher priority on those streets closest to Spring Street, and less of an emphasis on those further from the commercial/historic corridor.

Final Comments: Mr. Vlach, CTS-GEC

Mr. Vlach extended the opportunity for the Co-chairs to provide any final comments prior to adjournment. As the Co-chairs had no additional comments or concerns, an opportunity for the remaining IHPAT members to comment or express concerns was afforded.

Any comments for consideration by the Co-chairs should be made in writing by the close of business on March 30, 2007. Mr. Vlach indicated that the next IHPAT meeting would be held on April 18, 2007 in the Community Room of the McCauley Nicolas Centre. IHPAT members will be notified of the meeting location and supplied with materials to be discussed at least two weeks prior to the meeting. The meeting was then adjourned.

**Louisville - Southern Indiana Ohio River Bridges Project
Indiana Historic Preservation Advisory Team
Meeting – March 15, 2007
TEAM ATTENDEES**

INDOT: Paul Boone
Mary Kennedy (Co-chair)

IN SHPO: John Carr (Co-chair)

City of Jeffersonville: Chester Hicks

Historic Landmarks Foundation of Indiana: Greg Sekula

CTS – GEC: John Sacksteder
Jim Hilton
Jeff Vlach
Chad Costa
Christa Turner
Kevin Senninger
Jason Falls

Indiana Ombudsman: Carl Percy

Public: Leslie Barras (River Fields, Inc.)

Swartz Farm Rural District - 1940



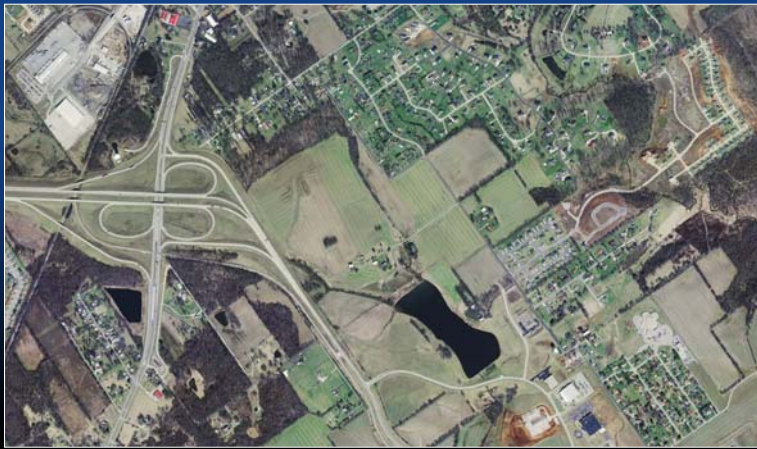
IHPAT Meeting - March 15, 2007

Swartz Farm Rural District - 1968



IHPAT Meeting - March 15, 2007

Swartz Farm Rural District - 2005



IHPAT Meeting - March 15, 2007

Prominent Cultural Landscape Features

PART TWO - EXISTING CONDITIONS



Historic District Landscape Features

SWARTZ FARM RURAL HISTORIC DISTRICT PRESERVATION PLAN | Draft #8 - April 18, 2007

3 Summary of Issues

PART TWO - EXISTING CONDITIONS

Introduction

Today, the Swartz Farm Rural Historic District represents a traditional agricultural setting surrounded by suburban development. Development patterns over the last thirty to forty years have slowly, but steadily, enveloped this unique rural setting and threaten the functional capacity of this working farm. The extension of I-265 across this rural setting will only exacerbate current trends and further deteriorate the historic integrity of the Swartz Farm Rural Historic District.

As the previous analyses indicated, the remaining collection of natural and man-made features provide a relatively accurate portrait of how these properties looked over 100 years ago. Although the Swartz Farm property remains intact, the Swartz-Voight-Marble property has been transformed in recent years due primarily to the adjacent North Port Business Park. The Swartz farmhouse, currently vacant,

is in relatively good condition, but deteriorating due to neglect. The original outbuildings on the Swartz Farm are in poor condition and in need of immediate repair and stabilization to avoid their total loss. The Swartz-Voight-Marble house is currently occupied and remains in good condition. In general, the remaining outbuildings on the property are in good condition.

As detailed in the following chapter(s), the Central Passage House and property will be impacted to the greatest extent. The new I-265 extension will run directly across the property, thus requiring the demolition or removal of all buildings and vegetation from the site. One potential alternative is to relocate the Central Passage House within the Swartz Farm Rural Historic District.



View Looking North of Swartz Farm and Swartz-Voight-Marble Property

SWARTZ FARM RURAL HISTORIC DISTRICT PRESERVATION PLAN | Draft "B" - April 18, 2007

48

Project Stipulations - Interstate Corridor

PART THREE - RECOMMENDATIONS

the motorists traveling the interstate, but the motorists and pedestrians utilizing the local roads below. Design elements must balance the monumental scale of the interstate with the pedestrian (smaller) scale where bridge structures engage the local road system. These features, large and small, represent place markers for motorists and pedestrians alike and can signify notable transitions into or out of an area. Further discussion of bridge elements as gateway features is addressed in Section 4.1f.

Discussion here regarding the creation of a wildlife corridor

4.1b Retaining Walls

The design of retaining walls along the I-265 corridor present another opportunity to incorporate Context Sensitive Design solutions. Walls along the corridor and/or under overpasses could be interpretive of natural limestone outcroppings found throughout the Ohio River valley. When space and engineering allow, terraced and landscaped (short) retaining walls should be used rather than a single, tall concrete wall with little or no visual relief.

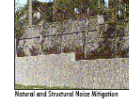
As mentioned previously, it is imperative the design of this, and similar interstate components, achieves a sense of longevity. This means avoiding the use of false fronts, pressed concrete simulations, or manufactured systems. Retaining walls may also provide the best opportunities for



Earth or Landscape Art Installation Example

photo shows how leftover soils were used to create this landscape art

incorporating artistic elements. Such a design approach to these interstate components could result in an artistic, contextually-integrated sculptural form that adds to the character of the interstate corridor and the rural experience for motorists.



Natural and Structural Flow Integration

treatments should be integral to the interstate corridor and should be a functional and aesthetic part of the right-of-way. It is critical to address and accommodate the cultural and spatial needs of plants in the early phases of the I-265 corridor design process.

Landscaping should strive to achieve a native farm similar to those found along the East End approach and within the greater Southern Indiana region. This results in low-maintenance landscapes and a more authentic expression of place. Large masses of evergreen trees, while potentially necessary in some instances, should not be the default buffer or screen. Such use of evergreens can project a suburban aesthetic that is out of character within the rural, agricultural setting of Clark County. In an effort to further lower long-term maintenance costs, consideration



Example of tree preservation effort

should be given to the use of native plants instead of traditional turf grass along the interstate medians and shoulders. *Insert paragraph here to expand on the idea of "earth art" used as gateway feature. The*

SWARTZ FARM RURAL HISTORIC DISTRICT PRESERVATION PLAN | Draft "B" - April 18, 2007

57

4 Project Stipulations - Historic Resources

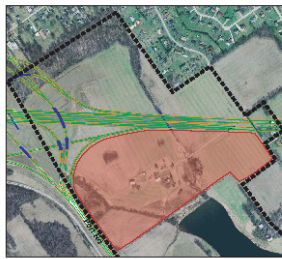
PART THREE - RECOMMENDATIONS

Introduction

This final section addresses resources within the Swartz Farm Rural Historic District boundary. The following stipulations provide guidance regarding its historic resources as well as guidelines relevant to the buildings that comprise it. As part of the Bridges Project, INDOT shall purchase the remaining portion of the Swartz Farm property south(west) of the new I-265 extension (see graphic below). A majority of the following stipulations pertain to this section of the Swartz Farm property.

4.2 HISTORIC RESOURCE STIPULATIONS

This section to describe the various MOA stipulations for the Swartz Farm structures.



Property Purchased by INDOT

SWARTZ FARM RURAL HISTORIC DISTRICT PRESERVATION PLAN | Draft "B" - April 18, 2007

60

4.2a. Blasting / Vibration Plan

Due to the scope, duration and type of construction to take place as part of the Bridges Project, it is important to protect historic resources during construction. Stipulations I.L. and I.L.3 call for INDOT to ensure the construction contractor develops a blasting/vibration plan prior to the inception of any construction activity that may include blasting or result in vibration. Such plans would include provisions for pre- and post-construction surveys, monitoring, and similar measures to minimize harm to historic Swartz Farm properties.

4.2b "No-Work-Zone" Delineation

In order to further minimize potential damage to historic resources within the remaining Swartz Farm property, the Project's MOA also requires construction activities are restricted within this area. Stipulations I.L. and I.L.3 address the issues related to the establishment of a "no-work-zone" by INDOT. Such a "no-work-zone" within a National Register historic district boundary includes any area where "...potentially damaging Project activities such as storage yards, waste disposal, borrow pits, staging areas, or other related activities shall not be permitted."

4.2c Central Passage House Property

As noted previously, and illustrated on the aerials showing the extension of I-265 across the Swartz Farm Rural Historic District, the corridor will pass directly across the Central Passage House property. This will necessitate the removal of all structures on the property. Current plans call for the demolition of the Central Passage House and Stipulation I.L.7 states:

"In consultation with the INSHPO, INDOT shall prepare archival documentation of the Central Passage House prior to its demolition."

In the event it is determined the house should be demolished, as the stipulation states, the Indiana State Historic Preservation Office should be closely consulted to ensure the proper documentation and process is fulfilled. However, INDOT should explore all feasible options to relocate the house rather than concluding demolition is the only option. The following chapter explores several opportunities to re-locate the Central Passage House and incorporate the structure into various land use scenarios.

5 Conceptual Goals

PART THREE - RECOMMENDATIONS

Introduction

This chapter puts forth some of the over-arching land use and design goals for the Swartz Farm Rural Historic District. The primary goal, as the illustration on the following page illustrates, is to attempt to unify two remaining parcels into a cohesive and viable rural setting.

List some of the basic goals / concepts in this section with the remaining chapter to detail these ideas. The graphic is just one example of how the site could be redeveloped and serve as a point of discussion with the IHPAT members.

Discussion about new access to the Swartz Farm

Screen business park

This section to also discuss the importance of including the allee of trees into the Rural District and possibly the parcel of land along the Ulco-Sellersburg Road to provide future access to the Swartz property.



SWARTZ FARM RURAL HISTORIC DISTRICT PRESERVATION PLAN | Draft "B" - April 18, 2007

64

Downtown Jeffersonville - 1940



IHPAT Meeting - March 15, 2007

Downtown Jeffersonville - 1955



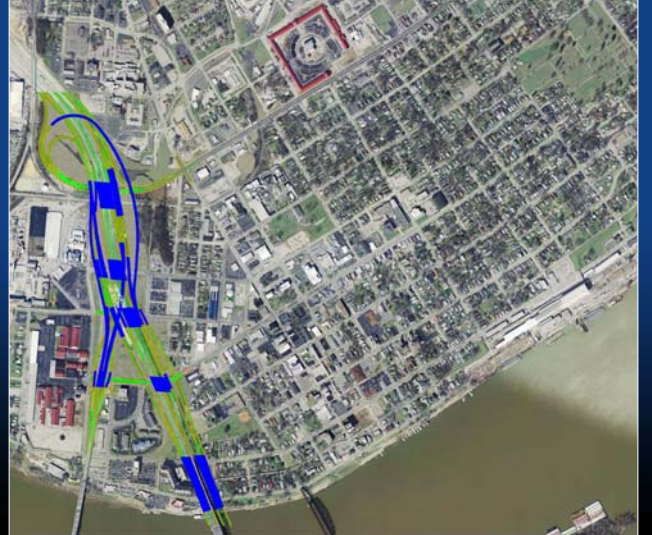
IHPAT Meeting - March 15, 2007

Downtown Jeffersonville - 1960 / 1968



IHPAT Meeting - March 15, 2007

Downtown Jeffersonville - 2005



IHPAT Meeting - March 15, 2007