



**Wilson Station Rehabilitation Project**  
***Historic Architectural Survey***

*4620 N. Broadway Avenue*  
*Chicago, IL 60660*

August 17, 2012

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## 1.0 INTRODUCTION

On behalf of the Chicago Transit Authority (CTA), Chicago Transit Partners (CTP) has completed this Historic Architectural Survey for the CTA Wilson Station Rehabilitation Project. The Wilson Station is located at 4620 N. Broadway Avenue in the City of Chicago, Cook County, Illinois and is on the Howard Branch of the elevated North Red Line (**Figure 1**). This project will be funded by the Federal Transit Administration (FTA) and local funds. As a federal undertaking, the project is subject to Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulation (36 CFR Part 800).

In 1986, CTA conducted a comprehensive survey of all pre-1946 stations within the rapid transit system as part of a planning effort to satisfy long-term Section 106 compliance requirements for future improvements. The survey identified stations that were eligible for listing in the National Register of Historic Places (NRHP), stations that were not eligible for listing in the NRHP, and stations that were not historically significant (**Appendix A**). As the result of the survey, CTA and Illinois Historic Preservation Agency (IHPA) developed a Programmatic Agreement (PA) containing a list of improvements not requiring review for listed or eligible properties. The PA does not require further review for properties that were determined not eligible or not historically significant. The PA was in effect for the program years 1989-1994.

The purpose of this historic architectural survey is to determine whether historic architectural resources are present within the Area of Potential Effects (APE), whether any resources present are potentially eligible for inclusion in the National Register of Historic Places (NRHP) and if so, whether the proposed undertaking would have an adverse effect on those resources (**Figure 2**). To meet this goal, the effort included background research, a site visit, delineation of the APE, analysis, and report preparation. The site visit was conducted on April 17, 2012.

This Historic Architectural Survey includes an evaluation of NRHP-eligibility for historic architectural resources over 50 years of age and an assessment of the effects of the proposed project on these properties. This investigation does not include an archaeological survey. This historical architectural investigation was conducted by a qualified architectural historian that exceeds the qualifications set forth in the Secretary of the Interior's Professional Qualification Standards (36 CFR 61, Appendix A).

### 1.1 Project Description

The proposed scope of work includes construction of a new Wilson Station and the realignment/reconstruction of the track system to provide for a better use of the CTA property with the potential for future development (**Figures 3-12**). The existing stationhouse located inside the 1922 Arthur U. Gerber-designed building (Gerber Building) will be taken out of use and a new station will be constructed on the south side of W. Wilson Avenue (**Plates 1-4**). In addition, two auxiliary station entrances will be constructed: North Wilson Auxiliary Entrance and Sunnyside Auxiliary Entrance. All construction will occur on CTA's existing property and within the current right-of-way. No additional land or right-of-way will be acquired or needed for the project.

#### *Proposed Wilson Main Station*

The proposed Wilson Main Station will be constructed on the south side of W. Wilson Avenue (**Figures 3-6**). Construction of the new main station will require demolition of two CTA-owned buildings: 1111 W. Wilson Avenue and 1117 W. Wilson Avenue (**Plates 5-6**). It will also require removal of the current auxiliary entrance (**Plate 7**). The proposed Wilson Main Station will consist of a one-story stationhouse centered under a new track structure with a glass-enclosed entry vestibule. The Figure 5 rendering

shows a brick veneer exterior, but this detail is not finalized and may change as the design process progresses. The new station will be ADA-accessible. Two elevator shafts on the northeast and southeast corners of the building will contain a vertical row of glass windows that span the height of the building. The interior of the station will contain fare arrays and an attendant's kiosk at the main entrance, restrooms, electrical room, communication room, janitor's closet, and trash storage room. The north and south sides of the building will contain an elevator, escalator, and stairway providing vertical access to the inbound and outbound platforms above.

#### *Proposed North Wilson Auxiliary Station Entrance*

The proposed North Wilson Auxiliary Station Entrance will be constructed on the north side of W. Wilson Avenue (**Figures 7-8**). Construction of the auxiliary station entrance will require the demolition of one CTA-owned building: Broadway Mall at 1114 W. Wilson Avenue (Appendix C, **Plate 8**). The proposed auxiliary station will also incorporate approximately 800 square feet of the existing Gerber Building. A portion of the west side of the existing Gerber Building will be incorporated into the new auxiliary station. The roof/ceiling of the existing circulation area for the Wilson Station main stairway and mezzanine (within the Gerber Building) will be intersected by the new track system. As a result, the main stairway (**Plate 9**) and the existing mezzanine will have approximately 5' of headroom, which will not meet code. The new auxiliary station will extend west of the west elevation of the existing Gerber Building, and will consist of plate-glass window walls. The Figure 7 rendering shows a brick veneer exterior, but this detail is not finalized and may change as the design process progresses. The new front façade of the new auxiliary station will be flush with the existing Wilson station. Customers will enter the auxiliary station on W. Wilson Avenue through an existing entrance on the south elevation of the existing Gerber Building (**Plate 10**). The interior will consist of two high-barrier roto-gates and an emergency entrance gate that will access two flanking stairways on the east and west providing access to the inbound and outbound platforms above. A janitor's closet will be located in the northwest corner. The existing wood roof of the Gerber Building may be replaced with a steel, non-combustible structure. Except for 800 square feet at the southwest corner of the Gerber Building that will be used for the auxiliary station entrance, the remainder of the Gerber Building will be leased to a developer.

#### *Proposed Sunnyside Auxiliary Entrance*

The proposed Sunnyside Auxiliary Entrance will be constructed on the north side of W. Sunnyside Avenue, centered under a new track structure (**Figures 9-11**). Currently there are no buildings or structures at this location. The station will be a one-story steel frame and plate-glass enclosure. The Figure 10 rendering shows a brick veneer-clad section of building to the north, but this detail is not finalized and may change as the design process progresses. The roof will be flat. The entrance will have two pairs of glass and steel doors. The stationhouse will contain an ADA-accessible entrance, plus three high-barrier roto-gates. The platform will be accessed by a glass and metal enclosure, 8-foot wide enclosed switch-back ramp leading from the north end of the building and splitting into two ramps to access the north and south platforms. An enclosure will be constructed at the top of the ramp with additional roto-gates.

#### *Track Reconstruction and Realignment*

The overall project reconstruction would include significant structure/viaduct/track system improvements associated with the reconstruction of the station (see **Figures 3-12**). Approximately linear 1,750-feet of the steel passenger and concrete freight track structure between W. Sunnyside Avenue and W. Leland Avenue will be demolished and rebuilt (**Plates 11-14**). The new track alignment will have the same western limits (where the freight line is currently located), but the eastern side will be shifted to the west, further away from N. Broadway Avenue and the eastern elevation of the existing

Gerber Building. The new track structure will consist of concrete decking with exposed steel stringers and girders. The support columns between Sunnyside Avenue and the proposed primary Wilson Station entrance will be steel and north of the proposed Wilson Station will be steel with concrete cladding. The new track structure will be approximately the same height as the existing track structure; however, notches will be cut out of the west parapet of the existing Gerber Building to accommodate track stringers and girders where it passes over the building. The new track structure will require two new columns be constructed inside the Gerber Building.

On the north side of W. Leland Avenue, the new track structure will require the construction of four support columns within the footprint of the existing Majestic Menswear building at 4620-4701 N. Broadway Avenue (Majestic for Men store; **Plate 14**). Alterations to the track structure at this location will require the demolition of the CTA-owned building at 4620-4701 N. Broadway Avenue.

### **1.2 Definition of the APE**

The area of potential effects (APE) encompasses all areas where construction activities could directly or indirectly impact significant historic properties (**Figure 2**). The APE is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist” (36 CFR §800.16[d], amended 2004).

The APE includes all areas affected by the end result of the improvements as well as during the construction of the project. Development of the APE took into consideration potential visual effects, auditory effects, direct and indirect effects, beneficial as well as adverse effects, physical effects, and changes in the way the land or historic properties are used.

The APE encompasses properties adjacent to the undertaking, as well as resources that may be visually or contextually affected by the project. The APE was developed based upon the preliminary project plans, renderings, and field reconnaissance. If project plans are modified from those included in this study, the APE will have to be adjusted accordingly and additional research and survey will be necessary to evaluate previously unsurveyed areas and the effects of the project on any significant historic architectural resources.

### **1.3 Public Participation**

According to 36 CFR 800.2(c)(1-6), a number of parties could have a consultative role in a project such as this. These parties can include State and Tribal Historic Preservation Officers, Indian tribes, representatives of local governments, applicants for Federal assistance, permits, licenses and other approvals, and certain individuals and organizations who have demonstrated an interest in the undertaking. A list of potential interested and consulting parties is included in **Appendix D** of this report.

## 2.0 BACKGROUND RESEARCH

Researchers systematically reviewed background materials and an architectural historian conducted a site inspection to search for previously identified historic architectural resources within the study area, and to evaluate the potential of the study area to contain previously unidentified historic architectural resources. Research was conducted at the IHPA, the Chicago History Museum, the Chicago Public Library, and online.

### 2.1 Previously Identified Historic Architectural Resources

Background research was conducted at the IHPA to locate previously documented architectural resources (e.g., historic buildings, districts, structures, and objects) within the APE. Review of the IHPA research materials determined that there are two National Register-listed resources within APE. See **Table 2-1** and **Figure 13** for more detailed information.

**Table 2-1.** NRHP-Listed Historic Architectural Resources in the APE

Figure 13 ID No.	Resource Name/Address	NRHP Listing Date	Proximity to Project Area
1	Uptown Square Historic District	NRHP: 11/8/2000	Within
2	Uptown Broadway Building 4701-4715 Broadway Avenue	NRHP: 11/6/1986	Within

#### *Chicago Landmarks List*

An online database managed by the City of Chicago's Commission on Chicago Landmarks was also consulted. The commission is staffed by the Historic Preservation Division of Chicago Department of Housing and Economic Development. Information provided by the website indicates that there are no Chicago Landmarks in the APE. Since no landmarks are located within the APE, coordination with the Commission on Chicago Landmarks is not required.

#### *Chicago Historic Resources Survey*

Also available on the Chicago Landmarks website is a list of properties surveyed as part of the Chicago Historic Resources Survey (CHRS) that was completed by the City of Chicago in 1985. The survey was a decade-long research effort by the City to analyze the historic and architectural importance of all buildings constructed in the city prior to 1940. Three properties within the APE were surveyed as part of the CHRS. These three properties are not subject to a local review process because they were only surveyed and were not designated as local landmarks (**Table 2-2**).

**Table 2-2.** Historic Architectural Resources in the APE Surveyed for Chicago Historic Resources Survey

Figure and ID No	Cook County Assessor PIN	Resource Name/Address	Landmarks Color Code	Proximity to Project Area
Figure 13, No. 2	1417201004	Uptown Broadway Building 4701-4715 N. Broadway Avenue	Orange <sup>1</sup>	Within
Figure 13, No.36	1417217024	McJunkin Building 4520-4570 N. Broadway Avenue	Green	10 feet east
Figure 14, No 30	1417209009	4623-4627 N. Broadway Avenue	Orange	85 feet east

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<sup>1</sup> **RED (RD):** properties possess some architectural feature or historical association that made them potentially significant in the broader context of the City of Chicago, the State of Illinois, or the United States of America. About 300 properties are categorized as "Red" in the CHRS; **ORANGE (OR):** properties possess some architectural feature or historical association that made them potentially significant in the context of the surrounding community. About 9,600 properties are categorized as "Orange" in the CHRS; **GREEN (GN), YELLOW-GREEN (YG), and YELLOW (YL):** properties are those generally considered either too altered or lacking individual significance to be included in the CHRS database. However, properties with this color ranking that are included in the ISS or located within designated or potential Chicago Landmark districts were included in the CHRS; **BLUE (BL):** properties are those constructed after 1940. These properties are considered too recent to be properly evaluated for architectural and historical significance and were generally not included in the CHRS database. However, properties already considered for individual Chicago Landmark designation and properties located within designated Chicago Landmark districts are included in the CHRS.

## 2.2 Historic Context

### *The Northwestern "L"*

In the late nineteenth century, the Northwestern Elevated Railroad Company line was the final elevated railroad to be built in Chicago during the initial flurry of railroad construction. Charles Yerkes, the man who achieved the construction of the Union Loop in downtown Chicago, backed the Northwestern Company's plans. The new elevated obtained its corporate charter in 1893, the same year as a serious national economic downturn due to the over construction of railroads and a drop in silver prices due to an abundance of mining activities. The 50-year franchise granted to the Northwestern company required service to be inaugurated by the end of 1899, but the lack of available construction funds due to the financial panic offer a serious obstacle to attaining that goal. The transit company managed to complete just a single track and only three of the 20 planned stations by the deadline. Minimal service commenced on the appointed date, but the low number trains and the incomplete station stops proved inadequate to the city and the government ordered the line to cease operations. City council then granted the company a six-month extension to complete all of the initial construction, which schedule the Northwestern Company met with great ease, due in part to an increase in available funds. When the Northwestern line opened for traffic in May 1900, the route operated between the Union Loop and Wilson Avenue. The company received another franchise in 1903 to build an extension to the Ravenswood neighborhood, then undergoing development. Four years in construction, the new branch opened in 1907 between near Clark Street and its terminus at Lawrence and Kimball. Within two months, the branch added 10,000 commuters using the Northwestern line. Ridership along the rest of the route also grew, offering a sure and steady profit to the investors of the Northwestern Elevated Railroad Company ([www.chicago-L.org](http://www.chicago-L.org) A, B 2012).

As Chicago and its suburban communities grew, the Northwestern extended its route to meet the demands of its commuters, even reaching beyond the city limits at Howard Street. The company obtained trackage rights over the Chicago, Milwaukee & St. Paul Railway beginning at Wilson Avenue. The Northwestern realigned the tracks and installed electrification and began operating trains to Central Street in north Evanston in May 1908. To facilitate another extension, the Northwestern employed the tracks of the Chicago, North Shore and Milwaukee Railroad, constructing a new electric route to Linden Avenue in the northern suburb of Wilmette. With the completion of these extensions, Chicago and its suburbs offered its citizens one of the best rapid transit systems in the United States. Along the Northwestern, above Wilson Avenue, the route passed through a relatively large expanse of open ground, but the elevated line would soon provide the impetus for development there ([www.chicago-L.org](http://www.chicago-L.org) A, B 2012).

During the summer of 1911, the four primary "L" companies formed an association named the Chicago Elevated Railways Collateral Trust (CER). This organization served as a holding company, providing a central management team without destroying the four separate corporations. Northwestern Elevated Railroad Company, which went into service in 1900, had merged sections of steam railroad tracks into its route that operated at grade level. In April 1914, work begins to elevate trackage between Lawrence Avenue and Howard Street, a 4.5-mile section of the line. Chicago City Council had approved an ordinance in 1907 that required the elevated work to be done. Estimates indicated the work would take three years to complete at a cost of \$3 million. Financial difficulties and manpower issues, due to the United States entering World War I, however, stretched the schedule out and the project was not completed until 1922. The completed line provided the Northwestern with a four-track mainline. Not only did this project require new steel erection and new embankments for the elevated tracks, but also all new stations buildings between Lawrence and Howard ([www.chicago-L.org](http://www.chicago-L.org) C, D 2012).



Two years after completing the new elevated section, the four elevated railroad companies merged into one entity: the Chicago Rapid Transit Company (CRT). The rise of the automobile and the Great Depression had dramatic impacts on elevated fare receipts and the by the mid-1940s, the CRT was in the hands of a court-ordered receiver. To save public transportation in Chicago, the Illinois General Assembly passed an act to create the CTA and empowered the entity with the right to acquire, own, and operate the transportation systems within the Chicago metropolitan area of Cook County. On October 1, 1947, the CTA assumed control of the elevated and streetcar operations within the City of Chicago. By this time, the elevated lines had suffered many years of deferred maintenance and deteriorating stations and infrastructure. CTA conducted a study of the system and identified stations and routes that demonstrated a high level of uneconomical operations. Service on the former Northwestern line underwent changes in July 1949. Between the years 1951-1960, the CTA ordered new elevated cars from the St. Louis Car Company. By 1970, the CTA's costs had risen substantially, and to manage that increased financial burden, CTA deferred maintenance and reduced some services. Compounding the situation was the mass exodus from Chicago to the outlying suburbs, an opportunity made possible by improved highways and freeways. By the 1990s, ridership had dropped precipitously as costs escalated. The CTA embarked on a service-cutting, station-closing, and fare-raising program, but this action failed to resolve the underlying issues of poor service patterns and the inability to link up certain routes with other routes. The CTA finally achieved such linkages, including connecting the Dan Ryan Line with the Howard Street Line by using the State Street Subway as part of the connector and the first trains moved from the Howard Street Line to the Day Ryan Line on February 21, 1993. On the same date, the CTA re-designated its elevated routes using a color scheme. The Howard Street-Dan Ryan line became the Red Line. To prepare for the twenty-first century, the CTA contracted to have a Chicago Area Transportation Study prepared. Titled "Destination 2020," the plans set forth strategies and recommended transit projects to meet the region's needs during the first twenty years of the new millennium ([www.chicago-L.org](http://www.chicago-L.org) E-K 2012).

#### *Uptown Development in the Nineteenth Century*

Residential and commercial development around the proposed rail head for the Northwestern "L" at Wilson Avenue began thirty or more years before the Northwestern Company had incorporated, providing impetus for the route's construction. In 1860, Thomas Bryan, a successful Chicago attorney, purchased 80 acres of land, located two miles from the Chicago city limits at that time, for development of a new cemetery. In 1861, Bryan obtained a perpetual charter for the Graceland Cemetery and retained the services of landscape architect H.W.S. Cleveland to plan this Victorian lawn park cemetery. Later, another landscape architect, Ossian Simonds, enhanced the aesthetics that Cleveland had already created. Many notable Chicagoans lie in repose at Graceland and the cemetery's high-style funerary sculpture and architecture is well renowned. Today, this cemetery covers 119 acres and is listed in the National Register of Historic Places as of January 18, 2001 (Graceland Cemetery 2012). Kentucky native and real estate developer Robert A. Waller arrived in Chicago around 1860 and constructed a large mansion on the north side of Chicago, which he named "Buena House." He then subdivided his property and initiated development of Buena Park before his death in 1867. Waller's home stood where St. Mary of the Lake Church is today. A year after Northwestern incorporated, Sheridan Park opened for development, "bringing middle-income and wealthy residents to the area" (Newberry Library 2012). Sheridan Park began in 1891 when the Chicago, Milwaukee & St. Paul Railway opened a station of that name near Wilson Avenue. Late nineteenth-century architects like Albert Hecht, Victor Rombault, William Nicholson, John Hulli, and Raymond Gregori, found the nascent Sheridan Park neighborhood a desirable place and designed many single-family homes and apartment buildings—most featuring a

variety of façade materials, including brick, stone, and terra cotta. These upscale dwellings attracted affluent families of German, Celtic, Irish, and Scandinavian origin (Uptown Chicago Commission 2012).

### *Wilson (Uptown) Station*

The Northwestern “L” began operations in 1900 and Wilson Avenue served as the northern terminus for the route. By May of that year, the transportation company had constructed a station, yard, offices, and maintenance shops. The elevated structure carrying the four-track main extended across Wilson Avenue for a few hundred feet and then stopped before crossing Evanston Avenue (now Broadway Avenue). The stub-end elevated structure created operational problems and delays in running trains. To alleviate some of congestion, Northwestern constructed a Lower Wilson Station beyond the bottom of the ramp track that led to the yard. In 1908, Wilson Station underwent transformation from a terminus to a through station when Northwestern extended its reach by installing electrification along the grade-level tracks of the Chicago, Milwaukee and St. Paul Railway to Evanston ([www.chicago-L.org](http://www.chicago-L.org) L 2012).

Shortly after Northwestern completed its extension, Peter C. Stohr, assistant traffic director in Chicago for the Union Pacific Railroad, leased the 320-foot by 120-foot triangular property on the north side of Wilson Avenue between the elevated tracks and Evanston Avenue/Broadway Avenue for development as a commercial property. Stohr retained renowned architect Frank Lloyd Wright to design the new building, which became known as the Stohr Arcade Building (**Figure 15**). Wright designed a one-story building under the elevated and a three-story building alongside the elevated structure using Prairie School elements and motifs. Between 1910 and 1922, track alignment changes and finally an extension of the elevated structure between Wilson and the city limits at Howard required reconstruction of the Wilson Station facilities at least twice. The residential and commercial density in the Uptown area by the early 1920s placed unprecedented demands on Wilson Station and the transit facilities there were considered obsolete ([www.chicago-L.org](http://www.chicago-L.org) L 2012).

Samuel Insull engaged architect Arthur U. Gerber, who had become staff architect for Insull’s electric railroad empire, to design the station at Wilson for the elevated line and the interurban route known as the North Shore Line. As designed, the new Uptown Station would be much larger than its predecessor, requiring demolition of the Wright-designed Stohr Arcade Building during 1922. Construction on the new station, located on the northwest corner of W. Wilson Avenue and Broadway Avenue, began the following year. Gerber designed a Beaux Arts style building and used a variety of construction materials including limestone, brick, tile, and white terra cotta. Decorative elements included laurel-framed cartouches, globed lights, and an overall majestic scale, all hallmarks of a Gerber design. The station façade and main entrance faced the corner of Wilson and Broadway and featured an ornate terra cotta arched parapet and a fascia over the door with the words, “Uptown Station” (**Figure 16**). A side entrance on the east elevation with direct access to the main staircase faced N. Broadway Avenue. The station’s ground-floor interior space featured terrazzo flooring, art marble wainscoting, and a grand staircase with ornate brass handrails that led up to the mezzanine level. The ticket agent booth stood at the foot of this staircase. The ground floor also contained a women’s restroom, a smoking lounge, and payphones. The men’s restroom and a large barber shop were in the basement. ([www.chicago-L.org](http://www.chicago-L.org) L 2012)

After taking control in 1947, CTA began making considerable changes to the North Red line, which affected the Wilson Station in a number of ways. Trains no longer terminated at Wilson, but ran through to Howard or beyond and as a result, the Lower Wilson Station was closed in 1949. In the early 1950s, the platforms, a portion of the yard, and the Lower Wilson Station were demolished. Between 1957 and 1959, as part of a plan to clean up the 1922 Gerber-designed station, CTA removed the

decorative terra cotta arched parapet. At the same time, a major effort to reconfigure the tracks at Wilson Station was undertaken to improve safety and efficiency. About 1,500-feet of track was reconfigured to eliminate the bottle-neck at the north and south ends of the station. A new platform was constructed as well as some new elevated structure where the line crossed Broadway Avenue ([www.chicago-L.org](http://www.chicago-L.org) L 2012).

In 1963 the North Shore Line stopped using the station and the following year the Gerber Building waiting room was converted into commercial space and the main entrance was moved to the side entrance. In the 1970s the auxiliary entrance on the south side of W. Wilson Avenue was constructed to accommodate the new Harry S. Truman Community College ([www.chicago-L.org](http://www.chicago-L.org) L 2012). The interior of the main Gerber Building continued to be subdivided and extensively altered over the past 30 years by the various retail and commercial tenants. The original wall and floor finishes were covered and a drop ceiling installed. Lack of maintenance and water leakage damaged the decorative plaster ceiling in many of the commercial spaces. Damage also includes substantial deterioration of the interior including the roof substructure and the presence of mold issues.

#### *Uptown Development in the Twentieth and Twenty-First Centuries*

After Northwestern extended service to the Uptown area and completed the station and facilities at Wilson Avenue in 1900, development of area exploded. Chicagoans were first attracted to the area for the beaches, but it soon became the premier destination for recreation and entertainment (Uptown Community Development Corporation 2000). The Wilson Avenue Theater (No. 35 on **Figure 14**), constructed in 1909, was one of the earliest theatres in the Uptown area. It was later converted to a bank and still stands just outside the APE near the northeast corner of W. Wilson Avenue and N. Broadway Avenue. The Green Mill Gardens nightclub (No. 42 on **Figure 14**) was constructed in 1914 and became one of the city's most popular nightclubs. During the Prohibition era, the nightclub was owned by an associate of Al Capone and an intricate underground tunnel system was used by the gangsters for various purposes. The majority of the theater district, and the large and extremely ornate buildings for which it is known, is situated north of the project area at N. Broadway and W. Lawrence Avenues. Theaters like the Riviera Theater (No. 51 on **Figure 14**), Uptown Theatre (No. 44 on **Figure 14**) and the Aragon Ballroom (No. 13 on **Figure 14**) were some of the country's biggest and brightest entertainment facilities.

During the first decade of the twentieth century, commercial enterprises began to spring up to accommodate the growing population. The Barry Building (No. 38 on **Figure 14**), located at N. Broadway Avenue and W. Leland Avenue was constructed about 1905 with four storefronts on the first level and residential space above. By 1905, the stretch of N. Broadway Avenue between W. Leland and W. Wilson Avenues functioned as busy commercial corridor and featured a wide variety of businesses such as drugstores, a plumber, storage facilities, and a bakery, among others (Sanborn Map Company 1905).

Apartment buildings and hotels sprang up in the Uptown neighborhood to accommodate visitors attracted by the theaters and new residents settling in the growing community. The Monroe Building (No. 52 on **Figure 14**) was built during the first decade of the 1900s and contained seven residential flats (Sanborn Map Company 1905). At the northwest corner of N. Broadway and W. Leland Avenues the Plymouth Hotel, later known as the Uptown Hotel, was constructed in 1912 (No. 39 on **Figure 14**).

A few years later in 1915, Loren Miller opened his "Uptown Store" just north of the Plymouth Hotel, and is attributed to giving the area its moniker (Uptown Chicago Commission 2012). The store made such an impact on the area, the Plymouth Hotel became the Uptown Hotel. Miller's store was one of many

commercial operations to open in the area during the first quarter of the twentieth century. About 1915, 1111 W. Wilson Avenue and 1117 W. Wilson Avenue were constructed on the south side of W. Wilson Avenue next to the Wilson Station. Both were one-story buildings that operated solely as commercial enterprises. No 1117 W. Wilson Avenue contained three storefronts, while 1111 W. Wilson Avenue only contained one (Sanborn Map Company 1928). Across the street Rosenheim & Company, produce commission merchants, operated a one-story commercial building with four storefronts at 1120 W. Wilson. Two buildings (now one property at 4652-4654 N Broadway Avenue) were constructed during this period. The building at 4652 functioned as three shops, while 4654 was an “auto trucks and storage” facility (Sanborn Map Company 1928:116).

The Roaring Twenties constituted a second phase of development in the area that was facilitated by improvements to the railroad and construction of the elevated line. In fact, it is possible that construction of the new Wilson Station in 1922 coincided with, or may have been the impetus for, the development of the Uptown area as the largest and most popular commercial and entertainment area on the City’s North side ([www.chicago-l.org](http://www.chicago-l.org) L 2012). Immediately to the west of the station, a one-story, long narrow store was constructed at 1114 W. Wilson Avenue (now Broadway Mall) circa 1922. At the northeast corner of N. Broadway and W. Leland Avenues, another commercial building, the H. W. Ruboff Building (now Majestic for Men store) was constructed under the elevated line. Based on the decorative brick and terra cotta façade and the notches in the cornice to accommodate the track structure’s girders, it was likely constructed almost immediately after the elevated line in 1921 (Sanborn Map Company 1928).

In 1924, the McJunkin Building at the southwest corner of Wilson and Broadway was commissioned by the McJunkin Advertising Agency. It was designed by architects Marshall & Fox in a style, and of materials, similar to the Gerber Building. The structure’s imperial grandeur is due to its substantial height and great length along Broadway. The building contained stores and offices, but the Lower Wilson station (on the south side of W. Wilson Avenue) was integrated into the building and designed to mimic its detail. The Lower Wilson Station could be access through two entrances in the McJunkin Building from N. Broadway Avenue ([www.chicago-l.org](http://www.chicago-l.org) L 2012). As designed, the McJunkin Building was considered “nocturnal architecture” or architecture meant for illumination after dark. Based on the book, *Architecture of the Night: the Illuminated Building*, the McJunkin Building “was the first building to be permanently illuminated in color” and the architects modified the structure’s design to facilitate the lighting. Edwin D. Tilson prepared the lighting design (Neumann 2002:112).

In 1926, two years after the completion of the McJunkin Building, Walter W. Ahlschlager designed the Uptown Broadway Building. The building is a three-story Spanish Baroque Revival style commercial structure featuring polychromatic terra cotta detailing depicting “ancient gods, rams’ heads, shields, helmets, birds, fruit, and trophies” (Groundspeak, Inc. 2012). The building illustrates the excess and grandeur of the architecture within the Uptown Square Historic District.

About 1930, the Uptown Hotel and the Uptown Store was bought by the Goldblatt Brothers. The Uptown Hotel was demolished and a new brick building was constructed in its place (Sanborn Map Company 1944, **Figures 17-19**). The Goldblatt’s operated their department store at the triangular block bound by N. Broadway, W. Leland, and N. Racine until 1998 (Uptown Community Development Corporation 2000).

Despite the nonstop development and success of Uptown during the first quarter of the twentieth century, Uptown did not escape the financial catastrophe brought on by the Great Depression.

Marciniak writes, “It was a financial shock from which the Uptown never recovered. New housing construction stopped. Purchasing power declined among consumers generally, and unemployment in particular. The retail business of local merchants was devastated, as independent stores in Uptown and elsewhere folded one by one” (Marciniak 1981:19).

World War II further changed Uptown Square. Servicemen, on leave from nearby military bases, filtered into the neighborhood. Honky tonks were located at public transportation spots, all competing for attention (Jakus & Lyden 1980). The years following World War II saw a huge housing shortage in Uptown which prompted conversions of single family homes and apartment buildings into smaller units which resulted in cheaper rents. (Uptown Community Development Corporation 2000). According to Pacyga & Skerrett, “Largely because of its cheap rents, Uptown became a port of entry for thousands of Appalachian Whites and American Indians who moved into Chicago during the 1950s and 1960s. No longer the city’s bright-light district, Uptown fell on hard times” (1986:111). Through the 1960s, 1970s, and 1980s, Broadway and Wilson Avenue retail storefronts changed hands frequently, while others were abandoned (Uptown Community Development Corporation 2000). In recent years, there has been a renewed interest in Uptown. The area has been used as a backdrop of feature films such as Toy Story, Backdraft, and High Fidelity. The elements that make up the early twentieth century Uptown neighborhood offer renewed opportunities for the restoration and redevelopment of its historic buildings and neighborhood (Uptown Community Development Corporation 2000).

### 3.0 RESULTS

This section presents the results of the historic architectural survey.

#### 3.1 Historic Architectural Survey Results

After a review of the documentary evidence, a qualified architectural historian conducted a field survey of the site and surrounding area on April 17, 2012. Through a pedestrian walkover of the project vicinity, the APE was established and photographs were taken of the project site and all historic buildings 50 years of age or older within the APE.

The historic architectural survey identified seven (7) historic architectural resources within the APE of the proposed project that were not previously identified.

**Table 3-1: Previously Unidentified Historic Architectural Resource in the APE**

Figure 13 No.	Plate No.	Cook County Assessor PIN	Resource Name/Address	Proximity to Project Area
3	Plate 8 and 39	1417500002	Broadway Mall 1114 W. Wilson Avenue	Within
4	Plate 5	1417500002	1111 W. Wilson Avenue	Within
5	Plate 6	1417500002	1117 W. Wilson Avenue (Wilson Carpenter Shop)	Within
6	Plate 15	1417208005	1120 W. Wilson Avenue	<10 feet west
7	Plate 16	1417208004	1124 W. Wilson Avenue	<10 feet west
8	Plate 17	1417208003	4615 N. Clifton Avenue	<10 feet west
9	Plates 18-19	1417208002	4652-4654 N. Broadway Avenue	<10 feet west

#### 3.2 Description of Historic Architectural Resources within the APE

There are two previously identified NR-listed resources in the APE and seven previously unidentified historic architectural resources located in the APE. This section contains descriptions of all the historic architectural resources located in the APE.

##### 3.2.1 Previously Identified Historic Architectural Resources

###### *Uptown Square Historic District*

The NRHP-listed Uptown Square Historic District straddles the elevated line between Sunnyside Avenue and Lawrence Avenue; approximately six miles north of Chicago’s downtown loop (**Figure 14**). The district largely consists of commercial, entertainment/recreation, and residential properties that date from the first half of the twentieth century. The 52 buildings and structures within the district reflect a variety of styles including Spanish Baroque, Moorish, Classical Revival, and Art Deco. The buildings are mostly constructed of brick, terra cotta and limestone. Building size ranges from 1-story commercial buildings to larger residential and theater buildings in the northern part of the district. There are 21 buildings and structures within the historic district that fall within the project APE. A brief description of each is presented in **Table 3-2**.

**Table 3-2:** Historic Architectural Resources in the Uptown Square Historic District that fall within the APE

Figure 14 ID No.	Plate No.	Cook County Assessor PIN	Resource Name/Address	Description	Status	Proximity to Project Area
53	Plates 1-8; 11-14; 40	1417500002	Elevated Rail Line	1921; Elevated steel passenger line and steel and concrete freight line	Contributing	Within
37	Plates 1-3; 9-10; 20-23	1417500002	Gerber Building 4620 N. Broadway Ave. (Wilson Avenue Elevated – Uptown Station, 4600-4620 North Broadway)	1922; 1-story Beaux Arts-style limestone station and commercial building	Contributing	Within
21	Plates 14; 24-25; 40	1417500002	Majestic for Men 4620-4701 N. Broadway Ave. (H.W. Rubloff Building, 4701 N. Broadway Ave.)	1921; 1-story brick and terra cotta commercial building	Contributing	Within
20	Plate 26 and 40	1417201004	Uptown Broadway Building 4701-4715 N. Broadway Ave. (4703-4715 N. Broadway Ave.)	1926; 3-story Spanish Baroque Revival-style brick, terra cotta, and metal office and commercial bldg.	Contributing	Within
36	Plate 27	1417217024	McJunkin Building 4520-4570 N. Broadway Ave.	1923; 3-story brick and terra cotta office and commercial building	Contributing	<10 feet east
52	Plate 28	1417201020	Monroe Building 4706 N. Winthrop Ave. 1100-1116 W. Leland Ave.)	1905 with 1922 addition; 3-story brick, terra cotta, metal, and wood commercial and residential building	Contributing	<10 feet east
22	Plate 29	1417209001	Kresge Building 4657-4661 N. Broadway Ave. (4657-4663 N. Broadway Ave.)	1930; 2-story brick and limestone commercial and residential building	Contributing	<10 feet east
23	Plate 30	1417209002	4653 N. Broadway Ave.	1901; 1-story Classical Revival-style terra cotta and limestone commercial building	Contributing	15 feet east
38	Plate 31	1417207009	Barry Building 4660-4668 N. Broadway Ave.	1905; 3-story brick and limestone commercial and residential building with Classical details	Contributing	25 feet west

Figure 14 ID No.	Plate No.	Cook County Assessor PIN	Resource Name/Address	Description	Status	Proximity to Project Area
24	Plate 30	1417209003	4649-4651 N. Broadway Ave. (4647-4651 N. Broadway Ave.)	c. 1940; 2-story brick commercial and residential building with metal cladding	Contributing	35 feet east
25	Plate 32	1417209004	4645-4647 N. Broadway Ave. (4645 N. Broadway Ave.)	1905; 3-story brick, limestone, wood, and metal commercial and residential building	Contributing	45 feet east
26	Plate 33	1417209005	4635-4643 N. Broadway Ave. (4643 N. Broadway Ave.)	1905; 3-story brick and limestone commercial and residential building with alterations from 1930 and a 1936 rear addition	Contributing	55 feet east
27	Plate 33	1417209006	4635-4643 N. Broadway Ave. (4635-4641 N. Broadway Ave.)	1905; 3-story brick and limestone commercial and residential building	Contributing	60 feet east
28	Plate 34	1417209007	4631 N. Broadway Ave.	1948; 1-story brick commercial building with metal façade	Contributing	65 feet east
29	Plate 34	1417209008	4629 N. Broadway Ave.	1930; 1-story Art Deco-style brick and terra cotta commercial building	Contributing	65 feet east
30	Plate 35	1417209009	4625 N. Broadway Ave. (4623-4627 N. Broadway Ave.)	1916; 2-story glazed brick and terra cotta commercial building with Sullivanesque details	Contributing	70 feet east
31	Plate 35	1417209010	4621 N. Broadway Ave.	1902; 3-story brick and limestone commercial building with Classical details	Contributing	70 feet east
32	Plate 35	1417209011	4619 N. Broadway Ave.	1907; 3-story brick and limestone commercial and residential building	Contributing	80 feet east
33	Plate 36	1417209012	4613-4617 N. Broadway Ave.	1928; 1-story brick and stucco commercial and residential building with alterations from 1974	Noncontributing	95 feet east
34	Plate 37	1417209016	4601-4607 N. Broadway Ave. (4601-4611 N. Broadway Ave.)	c. 1965; 1-story brick commercial building	Noncontributing	95 feet east



Figure 14 ID No.	Plate No.	Cook County Assessor PIN	Resource Name/Address	Description	Status	Proximity to Project Area
39	Plate 38	1417204005 1417204004	4715 N. Racine Ave.; 4718 N. Broadway Ave. (Plymouth Hotel, 4700-4714 North Broadway Ave.; 1136-1148 W. Leland Ave.)	1933; 4-story brick and terra cotta hotel and commercial building	Contributing	95 feet west

\*\*If addresses from City of Chicago Planning and Zoning GIS database and the NRHP nomination conflict, both are provided. Address in parenthesis is NRHP nomination name/address.

For those properties within the APE that fall within the limits of disturbance for the project, more detailed descriptions are provided below:

#### *Elevated Rail Line*

The CTA elevated rail line is a steel and concrete structure that was constructed in 1921 (**Plates 1-8; 11-14**). The line is made up of riveted steel girders and columns that carry passenger tracks through the project area from W. Sunnyside Avenue to W. Leland Avenue and a freight line constructed of steel reinforced concrete arches and viaduct. The freight line is located to the west of the passenger lines. In 1958, the CTA embarked on a project to reconstruct about 1,500-feet of the track through Wilson Station. As part of this, some of the steel structure that crosses N. Broadway Avenue just north of the station was rebuilt, as well as some of the concrete supports carrying the freight line behind Broadway Mall (1114 W. Wilson Avenue).

#### *Gerber Building, 4620 N. Broadway Avenue*

The Gerber Building is a long, one-story, Beaux Arts-style building that functions as the primary entrance to the elevated rail station (Uptown Station) that was constructed in 1922 (**Plates 1-3; 9-10; 20-23**). The building is brick with rusticated limestone and terra cotta exterior arranged in square panels made to mimic stone. The roof is flat with a parapet stepped back from the face of the wall. Below the cornice is terra cotta trim featuring alternating dentils and egg-and-dart detailing. Below the trim are relief panels. The original main entrance is on the clipped corner of the building fronting the northwest corner of N. Broadway and W. Wilson Avenues. Two large pilasters flank the façade and are topped with laurel-framed cartouches. In a panel above the doors are the words "Uptown Station." The south and east elevations are dominated by windows and doors interspersed with pilasters topped with keystones flanked by laurel trim. The fenestration has been altered over the years to accommodate various commercial enterprises and very few of the original windows survive. Original windows contained a large, single-pane window topped with a string of three, smaller windows, all with wood sash. Likewise, original doors have been replaced with modern steel and glass units. A set of three glass and wood doors with single-pane transoms are located at the current main entrance on the east elevation.

#### *4620-4701 N. Broadway Avenue (Majestic for Men)*

The building at 4620-4701 N. Broadway is a one-story, three-bay brick and terra cotta commercial building constructed circa 1921 (**Plates 14; 24-25**). The roof is flat. The cornice is terra cotta and contains notches that accommodate the girders from the elevated line above. Below the cornice and on pilasters that separate the storefronts are panels of intricate terra cotta relief featuring flowers, scrolling, swags, and urns. The two storefronts fronting W. Leland Avenue and the single storefront on N. Broadway contain large single-pane glass replacement windows covered with security gates. The transom in the center storefront has been covered with metal sheathing. The corner unit contains a recessed entrance with modern, metal and glass door. The building is in a poor state of repair with cracked and missing terra cotta tiles.

#### *Uptown Broadway Building*

The Uptown Broadway Building is a three-story, 17-bay Spanish Baroque-Revival style commercial and office building constructed in 1926 (**Plate 26 and Plate 40**). The building is brick with ornate terra cotta details. On the upper stories, the 3-pane wood casement windows are separated by Ionic pilasters topped by urns. Above the second and third floors are terra cotta panels featuring ornate swag designs, and above the first floor is a row of pointed arch windows with diamond-pattern leaded glass. Doors are wood and glass replacements. Modern awnings are featured on some of the storefronts. The building is in excellent condition and retains a high amount of integrity.

3.2.2 Previously Unidentified Historic Architectural Resources

**Table 3-2: Previously Unidentified Historic Architectural Resources in the APE**

Figure 13 ID No.	Plate No.	Cook County Assessor PIN	Resource Name/Address	Description	Proximity to Project Area
3	Plate 8 and 39	1417500002	Broadway Mall 1114 W. Wilson Ave.	c. 1922; 1-story brick and terra cotta commercial building	Within
4	Plate 5	1417500002	1111 W. Wilson Ave.	c. 1915; 1-story brick commercial bldg. with Classical terra cotta details	Within
5	Plate 6	1417500002	1117 W. Wilson Ave. (Wilson Carpenter Shop)	c. 1915; 1-story, brick and terra cotta commercial building	Within
6	Plate 15	1417208005	1120 W. Wilson Ave.	c. 1920; 1-story brick commercial building	<10 feet west
7	Plate 16	1417208004	1124 W. Wilson Ave.	c. 1910; 4-story brick commercial bldg. and hotel with Classical terra cotta details	<10 feet west
8	Plate 17	1417208003	4615 N. Clifton Ave.	c. 1920; 5-story brick storage/commercial bldg.	<10 feet west
9	Plates 18-19	1417208002	4652-4654 N. Broadway Ave.	c. 1910 (4654) and c. 1920 (4652); 1-story brick commercial bldg.	<10 feet west

*1114 W. Wilson Avenue (Broadway Mall)*

According to mapping included in the Uptown Square Historic District NRHP nomination, the Broadway Mall is within the boundaries of the district; however, it was not included in the evaluation. The Broadway Mall is a one-story, three-bay Art Deco-style brick commercial building with terra cotta cladding that was constructed circa 1922 (see **Plate 8**). The building is currently unoccupied. The roof is flat and the poured concrete tracks carrying the freight line through Wilson Station rest on the western edge of the roof. The building has been extensively altered and nearly all of the front façade has been covered with plywood and new signage. Likewise, the windows and doors have been replaced and covered with security grates and gates. All that remains visible are two pilasters at either end of the façade showing the simple terra cotta tiles and mounts for the original light fixtures. Steel and poured concrete support columns are visible on the interior, but other historic materials or finishes are no longer intact.

*1111 W. Wilson Avenue*

The building at 1111 W. Wilson Avenue is a one-story, three-bay, brick commercial building constructed circa 1915. The building currently functions as a Mexican restaurant called Rokitos (**Plate 5**). The front façade is clad in white glazed brick with geometric green glazed brick detailing. The flat roof features an arched, center parapet on the front façade with large dentils under the cornice, with urns at either end, and three pilasters. The original storefront has been filled with unpainted vertical and horizontal boards and a string of single-pane metal sliding and casement windows. The entrance has two steel and glass doors that function as an entrance and an exit. Above the entrance is a shed roof with corrugated metal sheathing.

*1117 W. Wilson Avenue*

No. 1117 W. Wilson Avenue, also known as the Wilson Carpenter Shop, is a one-story, three-bay, brick commercial building constructed circa 1915 (**Plate 6**). The building is currently unoccupied. The roof is flat and features a centered parapet trimmed with terra cotta tiles and two laurel swags. It appears the western bay completely altered when the concrete structure carrying the elevated freight line was constructed in the 1920s. The western bay features a rounded, glass block corner, stone knee-wall, and a façade covered with plywood and security gates. The first floor of the original portion of the building is also boarded up with plywood. Above the first floor is a vertical wood board pent roof. Steel and poured concrete support columns are visible on the interior, but other historic materials or finishes are no longer intact.

*1120 W. Wilson Avenue*

No. 1120 W. Wilson Avenue is a one-story seven-bay brick commercial building constructed circa 1920 (**Plate 15**). The building is currently occupied by a Chinese restaurant. The building is very simple in design, with relatively no ornament. The roof is flat. The front façade contains large, single-pane steel and glass windows and doors, cloth awnings, and brick knee-walls. Five plain brick pilasters are interspersed across the fenestration.

*1124 W. Wilson Avenue*

The building at 1124 W. Wilson Avenue is a four-story, five-bay, Classical Revival-style commercial and residential building constructed circa 1910 (**Plate 16**). The building is currently occupied by a cellular phone company and Liberty Tax on the first floor and Wilson Men's Hotel on the upper stories. The building is brick with white terra cotta pilasters with egg-and-dart trim at the capitals. Metal sheathing mimics the dentils and capitals above the third and fourth stories. Terra cotta tiles and glazed bricks adorn the space above the storefront. The storefront has been covered with marble tiles and windows and doors replaced with large, single-pane steel and glass units. Windows contain 1/1 double-hung metal sash replacement windows on the front façade and 1/2 metal sash replacement windows on the west elevation that contain a fixed upper pane and sliding lower panes. This elevation also features terra cotta trim above the first, third, and fourth stories.

*4615 N. Clifton Avenue*

The building at 4615 W. Wilson Avenue is a five-story, seven-bay, brick building with Classical details constructed circa 1920. The building currently functions as a homeless shelter (**Plate 17**). The flat roof features a stepped parapet on the front elevation. The front façade features trim and designs in brick relief that include panels on the upper stories with a diamond pattern. The entrance is offset on the south side of the front façade and contains a limestone, pedimented door surround with an inset and smaller limestone door surround with a stepped parapet cornice. The larger surround has a limestone base and brick pilasters, while the interior surround is entirely limestone. Four sets of metal sliding-glass

replacement windows are located in the transom and the sidelights have been filled with metal. The original door was replaced with a modern steel and glass door. The surround also features several circular limestone details. Windows in the building contain 1/1 double-hung vinyl replacement units with limestone or brick sills. A garage door entrance on the front façade contains a modern roll-up steel door. Windows in the basement level were replaced with fixed, glass block windows.

*4652-4654 N. Broadway Avenue*

Two buildings occupy the property known as 4652-4654 N. Broadway Avenue. The building located at 4652 N. Broadway Avenue is a one-story, four-bay commercial building that was constructed circa 1920 (**Plate 18**). It is currently occupied by the Sheridan Bazaar Ace Hardware store. The roof is flat and features a simple band of limestone trim. Two entrances, originally serving two separate stores are centered on the façade and contain modern steel and glass doors with single-pane transoms. A string of large, single-pane plate glass windows dominate the façade and wrap around the north corner. The bottom of the wall features a brick knee wall with limestone trim. Windows on the rear façade have been filled with brick and a brick chimney that is flush with the western wall rises from the roof. The building at 4654 N. Broadway fronts N. Clifton Street and is a 1-story, 7-bay brick building that was constructed circa 1910 (**Plate 19**). The flat roof features an arched parapet, with metal-clad corner blocks, and a cornice and face clad in corrugated metal sheets. The façade features five brick pilasters with terra cotta or limestone caps interspersed with boarded-up windows, doors, and garage openings. Doors and windows have limestone sills.

#### 4.0 EVALUATION OF ELIGIBILITY

All resources 50 years of age or older within the APE were evaluated using the NRHP eligibility criteria (36 CFR §60.4) as outlined in the National Park Service's (1995) *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. The criteria for evaluation are as follows:

- a) [properties] that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b) [properties] that are associated with the lives of persons significant to our past; or
- c) [properties] that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) [properties] that have yielded, or may be likely to yield, information important in prehistory or history.

#### 4.1 Previously Identified Historic Architectural Resources

##### *Uptown Square Historic District*

The Uptown Square Historic District was listed in the NRHP on 11/8/2000. The district is significant under Criterion A for its association with the broader historic patterns of entertainment and recreation, commerce, and transportation in the Uptown area of the City of Chicago. The district is also significant under Criterion C for its various examples of architecture with distinctive characteristics attributed to the Spanish Baroque Revival, Classical Revival, and Commercial styles. The period of significance is 1900-1950 and reflects the importance of the area as an entertainment and commercial district (Uptown Community Development Corporation 2000). A field view of all the resource in the district that fall within the APE (**Table 3-2**) revealed that their condition and integrity have changed very little since the district was listed in 2000. As a result, the recommendation for contributing or noncontributing status remains the same as documented in the nomination and in **Table 3-2**. Likewise, the overall Uptown Square Historic District still retains the same amount of integrity as when it was listed in 2000. Since the individual resources and the overall district still retain integrity, the district is still recommended eligible for listing in the NRHP.

For those properties within the APE that fall within the limits of disturbance for the project, more detailed eligibility evaluations are provided below:

##### *Elevated Rail Line*

The elevated rail line was listed in the NRHP as a contributing resource to the Uptown Square Historic District in 2000. The physical condition of the elevated line and its parts (steel girders and columns, and concrete viaduct and supports) has not changed since the district was listed 12 years ago. In addition, the structure still retains enough physical integrity to convey the significance of the district under Criterion A for its association with transportation. Because of these reasons, the elevated line is still recommended as a contributing resource to the Uptown Square Historic District.

*Gerber Building, 4620 N. Broadway Avenue*

The Gerber Building (Uptown Station) was determined not eligible for *individual* listing in the NRHP by the IHPA in 1986 as the result of CTA's *Historic Properties Review, CTA Rapid Transit System. Part 3: North Side Main Line, Evanston Line, and Ravenswood Line* study (**Appendix A**). While the Gerber Building is a unique example of a Beaux Arts train station in the Uptown neighborhood, numerous alterations to the building over the years, including the removal of the arched parapet, replacement windows, replacement doors, and new wall, ceiling, and floor treatment on the interior have compromised its integrity. As a result, the building has lost its ability to convey any potential individual significance and it is still recommended not individually eligible for listing in the NRHP.

The Gerber Building was listed in the NRHP as a *contributing* resource to the Uptown Square Historic District in 2000. The physical condition of the Gerber Building has not changed since the district was listed 12 years ago. In addition, the building still retains enough physical integrity to convey the significance of the district for its association with transportation (Criterion A) and as a distinctive architectural style (Criterion C). Because of these reasons, the Gerber Building is still recommended as a contributing resource to the Uptown Square Historic District.

*4620-4701 N. Broadway Avenue (Majestic for Men)*

While the building at 4620-4701 N. Broadway Avenue is a unique example of an ornately detailed terra cotta commercial building in the Uptown neighborhood, numerous alterations to the building over the years have compromised its integrity. Alterations include: replacement windows, replacement doors, replacement storefront, aluminum sheathing over the transom, and a loss of fabric due to deterioration. As a result, the building has lost its ability to convey any potential individual significance and it is recommended not individually eligible for listing in the NRHP.

Like the Gerber Building, the building at 4620-4701 N. Broadway Avenue was listed in the NRHP as a contributing resource to the Uptown Square Historic District in 2000. The physical condition of 4620-4701 N. Broadway Avenue has not changed since the district was listed 12 years ago. In addition, the building still retains enough physical integrity to convey the significance of the district for its association with transportation (Criterion A) and as a distinctive architectural style (Criterion C). Because of these reasons, 4620-4701 N. Broadway Avenue is still recommended as a contributing resource to the Uptown Square Historic District.

*Uptown Broadway Building*

The Uptown Broadway Building was individually listed in the NRHP on November 6, 1986. It was also listed in the NRHP as a contributing resource to the Uptown Square Historic District. The building is significant under Criterion C as a distinctive example of Spanish Baroque Revival-style architecture. The period of significance is 1925-1949. The Uptown Broadway Building still retains an incredible degree of integrity and therefore, is still recommended eligible for listing in the NRHP.

#### **4.2 Previously Unidentified Historic Architectural Resources**

*1114 W. Wilson Avenue (Broadway Mall)*

As a representative, but unremarkable example of an early twentieth century brick and terra cotta commercial building, 1114 W. Wilson Avenue is not architecturally significant (Criterion C). The building has undergone major changes to the storefront which includes the application of unpainted vertical and wood boards, replacement windows, and replacement doors, compromising its integrity. The building is only marginally associated with events that have contributed to broad patterns of the Uptown

neighborhood's history (Criterion A). There is no indication that the building is associated with persons significant in the past (Criterion B). Therefore, 1114 W. Wilson Avenue is recommended not individually eligible for listing in the NRHP.

*1111 W. Wilson Avenue*

As a representative, but unremarkable example of an early twentieth century brick commercial building, 1111 W. Wilson Avenue is not architecturally significant (Criterion C). The building has undergone major changes to the storefront which includes the application of unpainted vertical and wood boards, replacement windows, and replacement doors, compromising its integrity. The building is only marginally associated with events that have contributed to broad patterns of the Uptown neighborhood's history (Criterion A). There is no indication that the building is associated with persons significant in the past (Criterion B). Therefore, 1111 W. Wilson Avenue is recommended not individually eligible for listing in the NRHP.

*1117 W. Wilson Avenue*

As a representative but unremarkable example of an early twentieth century brick commercial building, 1117 W. Wilson Avenue is not architecturally significant (Criterion C). The building has undergone major changes to the storefront which includes the application of a vertical board pent roof and boarding up windows and doors with plywood. Furthermore, the remaining architectural features are in an extremely poor state of repair with terra cotta details and bricks missing from the façade. As a result of these changes, the building's integrity has been compromised rendering it incapable of conveying any potential significance. The building is only marginally associated with events that have contributed to broad patterns of the Uptown neighborhood's history (Criterion A). There is no indication that the building is associated with persons significant in the past (Criterion B). Therefore, 1117 W. Wilson Avenue is recommended not individually eligible for listing in the NRHP.

*1120 W. Wilson Avenue*

As an unremarkable example of an early twentieth century brick commercial building, 1120 W. Wilson Avenue is not architecturally significant (Criterion C). Windows and doors in the storefront have been replaced compromising the building's integrity. The building is only marginally associated with events that have contributed to broad patterns of the Uptown neighborhood's history (Criterion A). There is no indication that the building is associated with persons significant in the past (Criterion B). Therefore, 1120 W. Wilson Avenue is recommended not individually eligible for listing in the NRHP.

*1124 W. Wilson Avenue*

As a representative but unremarkable example of an early twentieth century brick commercial and residential building, 1124 W. Wilson Avenue is not architecturally significant (Criterion C). The building has undergone major changes to the storefront which includes the application of marble panels, alteration to the fenestration and replacement of windows and doors, and the application of modern and incompatible signage. As a result of these changes, the building's integrity has been compromised rendering it incapable of conveying any potential significance. The building is only marginally associated with events that have contributed to broad patterns of the Uptown neighborhood's history (Criterion A). There is no indication that the building is associated with persons significant in the past (Criterion B). Therefore, 1124 W. Wilson Avenue is recommended not individually eligible for listing in the NRHP.

*4615 N. Clifton Avenue*

As a representative but unremarkable example of an early twentieth century brick commercial building, 4615 N. Clifton Avenue is not architecturally significant (Criterion C). The building has undergone



changes to that include replacement windows and doors that have compromised the building's integrity. The building is only marginally associated with events that have contributed to broad patterns of the Uptown neighborhood's history (Criterion A). There is no indication that the building is associated with persons significant in the past (Criterion B). Therefore, 4615 N. Clifton Avenue is recommended not individually eligible for listing in the NRHP.

*4652-4654 N. Broadway Avenue*

As a representative but unremarkable example of early twentieth century brick commercial buildings, 4652-4654 N. Broadway Avenue is not architecturally significant (Criterion C). Both buildings have undergone major changes including: replacement windows and doors, changes in fenestration, and boarded up windows or doors. Furthermore, the remaining architectural features are in an extremely poor state of repair. As a result of these changes, the buildings' integrity has been compromised, rendering it incapable of conveying any potential significance. The buildings are only marginally associated with events that have contributed to broad patterns of the Uptown neighborhood's history (Criterion A). There is no indication that the buildings are associated with persons significant in the past (Criterion B). Therefore, 4652-4654 N. Broadway Avenue is recommended not individually eligible for listing in the NRHP.

## 5.0 ASSESSMENT OF EFFECTS

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative (36 CFR §800.5(a)(1)). Effects can consist of physical and visual effects, auditory effects, and changes in the way the land or historic properties are used. Effects can be beneficial as well as adverse.

The project description, upon which the effects assessment is based, was derived from plans and renderings from the preliminary design phase. If additional or alternate improvements are proposed in the final stages of design, the effects of the proposed improvements on the significant historic architectural resources in the vicinity will need to be reassessed.

Two NRHP-listed resources are located within the APE for the Wilson Station Rehabilitation Project APE: Uptown Square Historic District and the Uptown Broadway Building. There are no NRHP-eligible or potentially eligible historic architectural resources within the APE.

The Uptown Square Historic District will be adversely affected by the proposed project. This study also found that there will be a conditional no adverse effect on the individually-listed Uptown Broadway Building. The following section will discuss the assessment of effects in more detail.

### 5.1 Assessment of Effects on Historic Properties

#### *Uptown Square Historic District*

A large portion of the Wilson Station Rehabilitation Project will be undertaken within the boundaries of the NRHP-listed Uptown Square Historic District. Of the 52 resources in the historic district, 19 contributing resources and two noncontributing resources fall within the APE for this project. For a description of the improvements as they relate to specific resources within the Uptown Square Historic District and the potential effects on those resources see **Table 5-1**.

**Table 5-1: Effects of the Project on Resources in the Uptown Square Historic District that fall within the APE**

Figure 14 ID No.	Resource Name/Address	Status	Description of Improvements	Proximity to Project Area	Effect Determination
53	Elevated Rail Line	Contributing	Demolish; New track structure reconstructed between W. Sunnyside Avenue and just north of W. Leland Avenue	Within	Direct Adverse Effect
21	Majestic for Men 4620-4701 N. Broadway Ave. (H.W. Rubloff Building, 4701 N. Broadway Ave.)	Contributing	Dismantle building and rebuild the façade; Four new columns to carry the new track structure will be constructed in the footprint	Within	Direct Adverse Effect
37	Gerber Building 4620 N. Broadway Ave.	Contributing	Two new columns to carry the new track structure will be constructed in the footprint; Station use will be discontinued and property will be leased to developer; New track structure will intersect roof above the mezzanine level making the mezzanine level unusable as an occupied space; Notches will be cut out of west elevation masonry parapet to accommodate new track structure	Within	Direct Adverse Effect
20	Uptown Broadway Building 4701-4715 N. Broadway Ave. (4703-4715 N. Broadway Ave.)	Contributing	Building may be physically effected by proposed improvements; Majestic for Men store (No. 21) to be demolished; elevated line (No. 53) to be demolished and rebuilt	Within	Conditional No Adverse Effect
36	McJunkin Building 4520-4570 N. Broadway Ave.	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	<10 feet east	No Adverse Effect

Figure 14 ID No.	Resource Name/Address	Status	Description of Improvements	Proximity to Project Area	Effect Determination
52	Monroe Building 4706 N. Winthrop Ave. 1100-1116 W. Leland Ave.)	Contributing	Building is within the viewshed of proposed improvements; Majestic for Men store (No. 21) to be demolished; elevated line (No. 53) to be demolished and rebuilt	<10 feet east	No Adverse Effect
22	Kresge Building 4657-4661 N. Broadway Ave. (4657-4663 N. Broadway Ave.)	Contributing	Building is within the viewshed of proposed improvements; Majestic for Men store (No. 21) to be demolished; elevated line (No. 53) to be demolished and rebuilt	<10 feet east	No Adverse Effect
23	4653 N. Broadway Ave.	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	15 feet east	No Adverse Effect
38	Barry Building 4660-4668 N. Broadway Ave.	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	25 feet west	No Adverse Effect
24	4649-4651 N. Broadway Ave. (4647-4651 N. Broadway Ave.)	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	35 feet east	No Adverse Effect
25	4645-4647 N. Broadway Ave. (4645 N. Broadway Ave.)	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	45 feet east	No Adverse Effect
26	4635-4643 N. Broadway Ave. (4643 N. Broadway Ave.)	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	55 feet east	No Adverse Effect
27	4635-4643 N. Broadway Ave. (4635-4641 N. Broadway Ave.)	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	60 feet east	No Adverse Effect
28	4631 N. Broadway Ave.	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	65 feet east	No Adverse Effect

Figure 14 ID No.	Resource Name/Address	Status	Description of Improvements	Proximity to Project Area	Effect Determination
29	4629 N. Broadway Ave.	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	65 feet east	No Adverse Effect
30	4625 N. Broadway Ave. (4623-4627 N. Broadway Ave.)	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	70 feet east	No Adverse Effect
31	4621 N. Broadway Ave.	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	70 feet east	No Adverse Effect
32	4619 N. Broadway Ave.	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	80 feet east	No Adverse Effect
33	4613-4617 N. Broadway Ave.	Noncontributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	95 feet east	No Effect
34	4601-4607 N. Broadway Ave. (4601-4611 N. Broadway Ave.)	Noncontributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	95 feet east	No Effect
39	4715 N. Racine Ave.; 4718 N. Broadway Ave. (Plymouth Hotel, 4700-4714 North Broadway Ave.; 1136-1148 W. Leland Ave.)	Contributing	Building is within the viewshed of elevated rail line; elevated line (No. 53) to be demolished and rebuilt	95 feet west	No Adverse Effect

Overall, the proposed project will have an adverse effect on the Uptown Square Historic District. Below is a more specific discussion of the adverse effects of the proposed Wilson Station Rehabilitation Project on the Uptown Square Historic District.

#### *Elevated Rail Line*

The elevated rail line between W. Sunnyside Avenue and just north of W. Leland Avenue will be demolished and rebuilt. Although the steel and concrete elements of the rail line are in poor repair, the line still retains the characteristic details and function that contribute to the historic district's significance under Criterion A. The elevated line constitutes a major visual element of the district and illustrates the relationship of the development of the Uptown neighborhood during the period of significance to the elevated transportation system. Because the elevated rail line is a contributing element to the district and because the section proposed for demolition makes up a large part of the line through the district, demolition of the historic elevated rail line will result in a **direct adverse effect** on the historic district. In addition, it is recommended that after demolition, the NRHP nomination be changed to reflect that the elevated rail line is a noncontributing element to the district. The reason for this change is based on the fact that nearly one-half of the historic elevated line in the district would be demolished as part of this project and the other half, between W. Leland Avenue and W. Lawrence Avenue, was already reconstructed in 1995. Therefore, following demolition, none of the track structure within the district would meet the 50-year-old age criteria for listing in the NRHP.

#### *Gerber Building*

As part of the Wilson Station Rehabilitation Project, a new stationhouse will be constructed on the south side of W. Wilson Avenue. The spaces occupied by CTA within the existing Gerber Building will be abandoned and leased to a developer, but a small 800-square-foot portion in the southwest corner will be incorporated into the design for a new auxiliary station entrance. As a unique example of a Beaux Arts-style transportation-related building in the Uptown Square Historic District, the Gerber Building conveys the district's significance under both Criterion A and C. Changing the historic use of this building and leasing to a developer has long-term implications that could result in the demolition or severe alteration of this architectural gem. In addition, the proposed project will physically impact the building. In order to accommodate the new track structure, notches will be cut out of the masonry parapet on the west elevation. In addition, a portion of the roof extending above the current mezzanine will be intersected by the track structure that will make the mezzanine unusable as an occupied space. This interior space contains more intact architectural detail than in any other interior space in the building. Alterations to this property including leasing to a developer, a change in use, and physical impacts, will result in a **direct adverse effect** to the Uptown Square Historic District. As a result, it is recommended that the exterior of the building be restored according to the Secretary of the Interior's Standards for Rehabilitation in order to mitigate adverse effects.

#### *4620-4701 N. Broadway Avenue (Majestic for Men)*

Dismantling the building at 4620-4701 N. Broadway Avenue and reconstructing the façade of this contributing element will result in a direct adverse effect on the NRHP-listed Uptown Square Historic District. The building is an excellent example of the ornate brick and terra cotta commercial buildings that make the historic district significant under both Criterion A and Criterion C. Though the building is in a very poor state of repair and currently not in use, reconstructing only the façade would detract from the district by disrupting the continuity of commercial buildings on N. Broadway Avenue, north and south of W. Leland Avenue. Continuity of the ornate architectural detail for which the district is known would be further compromised because the Majestic for Men store shares similar-styled terra cotta

relief with its neighbor, the Uptown Broadway Building, of which it shares a common corner. Moreover, façadism is generally not good preservation practice because it results in the loss of the building's background history and historic character. Removal of the majority of the building would compromise the building's integrity of design, materials, workmanship, feeling, and association. In addition, eliminating the functionality of the building would compromise the building's significance as a one-story commercial building with strong ties to the commercial, entertainment, and transportation history of the area. The building at 4620-4701 N. Broadway Avenue is a unique example of an ornately detailed, one-story commercial building within the district and removal would compromise the integrity of the district; therefore, the proposed Wilson Station Rehabilitation Project will have a **direct adverse effect** on the Uptown Square Historic District. As a result, it is recommended that the terra cotta tiles and panels and brick exterior of the building at 4620-4701 N. Broadway Avenue be salvaged prior to construction and the materials be donated to a local architectural salvage company in Chicago.

*Buildings within the Viewshed of the Proposed Project (identified in **Table 5-1**)*

Fifteen contributing buildings within the Uptown Square Historic District and the APE fall within the viewshed of the proposed project; however, the project will result in a **no adverse effect** on these contributing buildings. The proposed work that has the greatest implication for a visual adverse effect on these elements is demolition and reconstruction of the elevated rail line. The elevated rail line currently consists of steel passenger line track structure and a steel reinforced concrete freight track structure. All will be replaced with new steel columns, girders, and stringers and concrete decking, except at W. Leland Avenue where columns will be concrete. The new track structure will be the same height as currently and will follow the same general path as the existing structure. Modifications to the alignment will include shifting the east side of the new structure more to the west than the existing structure. It will also include straightening the line out slightly as it passes over the existing Gerber Building. Preliminary plans and renderings suggest that the design of the new track structure will not vary dramatically from the current (**Figures 3-12**). Preliminary plans and renderings suggest the columns, girders, and stringers will remain the same size and will still be constructed of the same material: steel. The track structure will also remain the same height. Since details of the new elevated track structure will maintain the same size, scale, and materials as existing, it will maintain the same feeling as the historic elevated structure and will not compromise the integrity of the contributing buildings that fall within the viewshed. As a result, demolition and reconstruction of elevated rail line will result in a **no adverse effect** to contributing buildings within the viewshed of the project.

*Uptown Broadway Building, 4701-4715 N. Broadway Avenue*

The south corner of the triangular-shaped Uptown Broadway Building shares a corner with the elevated rail line and the building 4620-4701 N. Broadway Avenue (Majestic for Men; **Plate 40**). Demolition of these two resources and reconstruction of the new track structure has the potential to cause direct and indirect effects to the Uptown Broadway Building; however, since the project is still in the preliminary design phase, the details of demolition and construction at this location are not yet known. Types of activities with the potential to damage the Uptown Broadway Building include: direct physical damage, inadvertent damage, and indirect vibration effects from demolition and construction. Whether damage is direct or indirect, damage to the fabric of this resource, which is a contributing resource within the Uptown Historic District and an individually-listed resource, would result in a direct adverse effect on both the district and the individual resource. Though the proposed demolition and construction plans at this location are not yet known, protective and stabilization measures should be developed in order to protect the fabric of the building. As a result, it is determined that the Wilson Station Rehabilitation Project will have a **conditional no adverse effect** on the Uptown Broadway Building provided that a

conditions assessment and protection and stabilization plan be developed prior to construction to ensure the building is not inadvertently damaged or destroyed during construction.



## 6.0 CONCLUSIONS AND RECOMMENDATIONS

Nine resources over 50 years of age are located within the APE. Of these, two resources are NRHP-listed: the Uptown Square Historic District and the Uptown Broadway Building. Following survey and evaluation, it was determined that the proposed Wilson Station Rehabilitation Project, as presented in the preliminary plans and designs (**Appendix B**), will have a **direct adverse effect** on the Uptown Square Historic District and a **conditional no adverse effect** on the Uptown Broadway Building. In an effort to mitigate adverse effects on these historic properties, the following measures are recommended:

1. Restore the exterior of the Gerber Building according to the *Secretary of the Interior's Standards for Rehabilitation*.
2. Salvage the terra cotta tiles and panels and brick exterior of the building at 4620-4701 N. Broadway Avenue prior to construction, and donate the materials to a local architectural salvage company in Chicago.
3. Prepare an interpretive exhibit for installation in the new Wilson Main Station discussing the history and context of the elevated North Red Line in the Uptown neighborhood and the Uptown Square Historic District.
4. Conduct a conditions assessment and prepare a protection and stabilization plan prior to construction for the Uptown Broadway Building to ensure the fabric of the building is not damaged or destroyed during demolition of the elevated rail line and 4620-4701 N. Broadway Avenue, as well as during construction of the new elevated rail line.

Ongoing consultation with IHPA in regards to the effect of the Wilson Station Rehabilitation Project on historic properties in the vicinity is recommended to ensure protection and proper treatment for those affected properties.

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**Appendix A: IHPA Correspondence**

Appendix A: IHPA Correspondence



Illinois Historic  
Preservation Agency

Old State Capitol • Springfield, Illinois 62701 • (217) 782-4836

2 cc: M/J/line

December 10, 1986

Mr. Martin H. Johnson  
Manager, Capital Development  
Chicago Transit Authority  
Merchandise Mart Plaza  
P.O. Box 3555  
Chicago, IL 60654

Dear Mr. Johnson:

We have reviewed the material you provided concerning the history of the Chicago Transit System and inventory data compiled for stations constructed prior to 1940. This documentation was extremely thorough and well researched. Your staff did a tremendous job.

In reviewing this information and contextual data, we applied the National Register criteria to the system and selected those stations which we felt best represented the evolution of the system from both architectural and engineering standpoints.

The following list are those stations, grouped by line, which we felt were representative and possessed the highest degree of integrity.

OHARE

California  
Western

Damen - already on NR as contributing structure in Wicker Park  
Historic District

SOUTH SIDE MAIN LINE  
55th

ENGLEWOOD  
Racine

LAKE STREET  
Ashland  
Homan

DOUGLAS  
Western  
Kedzie  
Laramie  
Hoyne

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ILLINOIS HISTORIC PRESERVATION AGENCY

NORTH SIDE MAIN LINE

Fullerton - already on NR as contributing structure in  
Sheffield Historic District

Belmont

Sheridan

Wilson

Jarvis/Berwyn/Argyle/Thorndale

EVANSTON

South Blvd.

Linden Avenue-on National Register of Historic Places

Dempster

Main

Central

RAVENSWOOD

Armitage - already on NR as contributing structure in  
Sheffield Historic District

Chicago

Sedgewick

Diversey

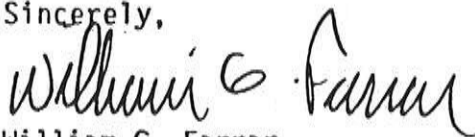
Southport/Addison/Montrose/Damen

Francisco

For the Jarvis and Southport "groups", we were unable to distinguish one as the best representative example of its type. If you have information which would support one over the rest, we would certainly appreciate your input. Otherwise, we will consider them all eligible but may consider differing treatment plans for the various structures.

Thank you for your patience with our review. If you have any questions, please contact Anne M. Haaker at 217/785-4512.

Sincerely,



William G. Farrar  
Deputy State Historic  
Preservation Officer

WGF:AMH:ps

cc: ACHP



Illinois Historic  
Preservation Agency

Old State Capitol • Springfield, Illinois 62701 • (217) 782-4836

*epc 8/2  
RC:MF  
8/28/89*

217/785-4512

Cook County  
Chicago

Selection of Thorndale and Damen R.T. Stations  
to Represent the Jarvis & Southport Groups  
IHPA Log #09071289

August 23, 1989

Mr. Martin H. Johnson  
Manager, Capital Development  
Chicago Transit Authority  
Merchandise Mart Plaza  
Post Office Box 3555  
Chicago, Illinois 60654

Dear Mr. Johnson:

We have reviewed the additional information you provided concerning the physical integrity of the Jarvis/Berwyn/Argyle and Southport/Addison/ Montrose R.T. Stations.

We concur with your opinion that Thorndale and Damen are best representative examples of their respective types. We have, therefore, revised our list of stations we believe to be eligible for listing on the National Register or contributing structures within National Register historic districts as follows:

OHare

California -  
Western  
Damen -

South Side Main Line

55th

Englewood

Racine

Lake Steet

Ashland -  
Homan -

Douglas

Kedzie  
Laramie  
Hoyne -

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AUG 25 1989

MANAGER, CAPITAL DEVELOPMENT





Selection of Thorndale and Damen R.T. Stations  
to Represent the Jarvis & Southport Groups  
IHPA Log #09071289  
Page 2

North Side Main Line  
Fullerton  
Belmont  
Thorndale

Evanston  
South Boulevard  
Linden Avenue  
Dempster  
Main  
Central

Ravenswood

Armitage  
Chicago  
Sedgewick  
Diversey  
Damen  
Francisco

Thank you for this opportunity to comment. If you have any questions, please contact Anne M. Haaker at 217/785-4512.

Sincerely,

*Theodore W. Hild*

Theodore W. Hild  
Deputy State Historic  
Preservation Officer

TWH:AMH:kh

*NSML*  
*Biggie Benjamin Jarvis*

*Ray*  
*Southport, Belmont, Montrose*

*5/27/80*

**Appendix B: Programmatic Agreement**

## PROGRAMMATIC AGREEMENT

THIS AGREEMENT is entered into this 9th day of June, 1989 between the Chicago Transit Authority ("CTA"), a municipal corporation, State Historic Preservation Officer ("SHPO"), the Advisory Council on Historic Preservation ("Council") and Urban Mass Transportation Administration ("UMTA").

### W I T N E S S E T H :

WHEREAS the CTA has determined that the implementation of its Capital Improvement Program ("CIP") with funds from UMTA will have an effect on CTA Properties which may be eligible for inclusion in the National Register of Historic Places ("Register"); and

WHEREAS the CTA has requested the comments of SHPO and the Council pursuant to Section 106 of the National Historic Preservation Act (16 USC 470 et seq. as amended) and its implementing regulations entitled "Protection of Historic and Cultural Properties," (36 CFR Sec. 800 et seq.).

WHEREAS execution of this Agreement and the carrying out of its terms evidences that the CTA has afforded the Council a reasonable opportunity to comment on this program and that the CTA has taken into account the effect of its program on historic properties;

NOW, THEREFORE, the parties agree and covenant as follows:

The CTA, SHPO, UMTA and the Council agree that this Agreement shall be implemented in accordance with the following stipulations in order to take into account the effect of undertakings in historic projects.

### ARTICLE I IDENTIFICATION AND EVALUATION

CTA shall ensure that identification and evaluation of rapid transit stations and other CTA properties will be carried out as provided herein.

#### A. Rapid Transit Stations

1. The CTA has undertaken and completed descriptions of all rapid transit stations constructed before 1946 on the CTA system and obtained the comments of the SHPO on the potential eligibility of these stations for the National Register of Historic Places (Register). This survey will serve as the basis of the identification of eligible properties which will be affected under the terms of this agreement.

2. If no agreement is reached between SHPO and CTA as to whether a specific CTA station meets the Register criteria, the UMTA will request a determination of eligibility for inclusion in the Register from the Secretary of the Interior, in accordance with 36 CFR Sec. 800.4(c)(4).

3. All stations built after 1946 will be considered not historically significant and, therefore, need not be reviewed by the parties.

4. The CTA shall notify UMTA of all reviews and determinations made under this section.

B. Other CTA Property

1. The CTA shall prepare a description of any of its property, including but not limited to bus garages, interlocking towers, maintenance buildings, transportation offices and substations constructed before 1946, at the time the property is considered for inclusion in the CTA's CIP. The CTA shall forward the description of the property and proposed capital improvement project to SHPO for comment.

2. The SHPO shall review this information and provide CTA and UMTA with an evaluation of its eligibility.

3. If no agreement is reached between the SHPO and CTA on whether a specific CTA property meets the National Register criteria, UMTA will request a determination of eligibility for inclusion in the Register from the Secretary of the Interior, in accordance with 36 CFR Sec. 800.4(c)(4).

4. Properties built after 1946 will be considered not historically significant and, therefore, need not be reviewed by the parties.

5. The CTA shall notify UMTA of all reviews and determinations made under this section.

ARTICLE II

TREATMENT OF PROPERTIES (ELIGIBLE FOR,  
NOMINATED TO, OR LISTED ON THE NATIONAL REGISTER)

Properties or components of properties that the SHPO and CTA agree or are determined eligible for the National Register, nominated to the National Register, or listed on the National Register, either individually or as contributing structures in historic districts, will be treated in the following manner:

1. Properties or components of properties that are to be rehabilitated will be rehabilitated in accordance with the recommended approaches in "The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" ("Standards").

2. If the project is not one of the exempted activities listed below in Article III, the CTA will forward to SHPO for review and approval before initiating rehabilitation, documentation on the project, including descriptions of proposed work and photographs.

3. Where rehabilitation of a property is proposed that is inconsistent with the Standards, or if the Standards cannot be met, prior to CTA taking action on rehabilitation, UMTA will notify the Council and will request their comment in accordance with 36 CFR Sec. 800.5.

4. If demolition or relocation of a property is proposed, the CTA will forward to SHPO and UMTA documentation related to the undertaking. UMTA will notify the Council and request their comments in accordance with 36 CFR Sec. 800.5.

5. If new construction is proposed within a historic district, or adjacent to a historic property, CTA will forward to the SHPO preliminary design plans for review and approval. If the SHPO disagrees with the plans, UMTA will notify the Council and request their comments in accordance with 36 CFR Sec. 800.5.

6. Insofar as it is consistent with the practical operation of the Authority's facilities and the preservation of human life or property, CTA will comply with all relevant regulations contained in 36 CFR Sec. 800.12 which apply to the stations listed in the agreement.

The determination of an "emergency" shall be in the sole discretion of the CTA but such determination shall be consistent with the provisions of 36 CFR Sec. 78, et seq. The SHPO will be notified within 48 hours following an emergency undertaking. CTA will, within 30 days, after the initial notification, file a report of the incident with the SHPO containing full documentation, including photographs, of the actions taken following the emergency situation.

7. Project files documenting all work on eligible or nominated properties will be maintained by the CTA and will be available to the SHPO.

ARTICLE III

ACTIVITIES NOT REQUIRING REVIEW

A. The following rehabilitation activities on CTA properties which are considered eligible for inclusion on the Register, nominated to the Register or on the Register, shall require no further review of compliance with the Council's regulation, 36 CFR Sec. 800:

1. Rehabilitation/replacement in kind of gutter systems and drains at all properties;
2. Rehabilitation/installation of heating and ventilation systems at all properties;
3. Caulking, painting and paint removal at all properties;
4. Rehabilitation/replacement in kind of roofings, roof elements and chimneys at all properties;
5. Replacement of missing or damaged glass panes at all properties;
6. In kind foundation repair at all properties;
7. Electrical work at all properties;
8. Plumbing work, including waste water pollution control systems at all properties;
9. Rehabilitation/replacement in kind of structural members at all properties;
10. Rehabilitation/replacement of wheelchair ramps, elevators and escalators at all properties;
11. Rehabilitate/replacement in kind of platform decks, passenger heaters, and windbreaks at rapid transit stations;
12. Rehabilitation/replacement in kind of canopies, railings, stairways and lighting at rapid transit stations; and
13. Replacement/removal/modification of fare collection equipment, and communication and security systems at rapid transit stations.

The CTA shall maintain project files on these activities, including before and after photographs for in kind replacement of interior and/or exterior architectural elements, which shall be available for review by SHPO and UMTA.

B. All rehabilitation activities may proceed without SHPO review at CTA properties classified as: ineligible or not a contributing structure in a historic district based on the survey and/or consultation with the SHPO.

#### ARTICLE IV

##### PUBLIC PARTICIPATION

Pursuant to 36 CFR Sec. 800.5, CTA will provide an adequate opportunity for members of the public to receive information and express their views on an undertaking which will effect CTA properties which are determined eligible for the National Register, nominated to the National Register, or listed on the National Register. CTA will afford this opportunity during the annual public hearing process held for the review of the Program of Projects.

#### ARTICLE V

##### ARCHEOLOGICAL REVIEW

If ground disturbing activities of one acre or more are to occur, CTA will consult with the SHPO prior to initiating the project to determine if the activity has the potential to affect National Register or National Register eligible archeological properties. CTA will notify UMTA of such consultation. If the SHPO determines that such potential exists, the CTA will conduct an archeological survey in accordance with 36 CFR Sec. 66, Appendices B and C, and the SHPO's "Guidelines for Archeological Reconnaissance \ Surveys/Reports". If archeological resources are found that meet the National Register Criteria, they will be avoided or preserved in place whenever feasible. If preservation in place or avoidance is not feasible, UMTA will be notified and with the consultation and approval of the SHPO, CTA will develop and implement a treatment consistent with the Council's handbook, Treatment of Archeological Properties.

ARTICLE VI

MONITORING

A. In March of each calendar year, CTA will prepare for the SHPO and Council a report summarizing projects undertaken during the previous year pursuant to this Agreement.

B. From time to time, the SHPO will perform on-site inspections to review files to ensure compliance with this Agreement.

C. As necessary, the SHPO will provide training to the CTA and UMTA concerning their responsibilities pursuant to Section 106 of the National Historic Preservation Act.

D. Nothing in this Agreement shall be construed as meaning that the CTA or UMTA cannot request advice or technical assistance of the SHPO at any time concerning the report or any specific project.

ARTICLE VII

RENEWAL

A. This Agreement shall be in effect during the program years 1989-1994. Before the end of program year 1990, this Agreement shall be reviewed by CTA, UMTA, the SHPO, and the Council for possible modifications, termination, or extension. At the written request of any of the parties, this Agreement may be reviewed for possible modifications or termination at any time.

B. If any of the signatories to this Agreement determines that the terms of the Agreement cannot be met, or believes a change is necessary, that signatory shall request in writing that the other parties thereto consider an amendment or addendum to the Agreement. Such an amendment or addendum may be executed in the same manner as the original Agreement.

Execution of this Programmatic Agreement and carrying out its terms evidences that UMTA has afforded the Council a reasonable opportunity to comment on this program and that UMTA has taken into account the effect of the CTA's capital improvement program on historic properties.



CHICAGO TRANSIT AUTHORITY

By: Clark Bennett  
Chairman

Attest  
By: Julius Marc Brzezicki  
Secretary

ADVISORY COUNCIL ON HISTORIC PRESERVATION

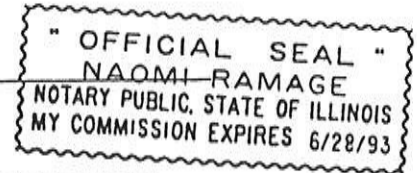
By: John W. Gorka

Attest  
By: Dorella Null

STATE HISTORIC PRESERVATION OFFICER,  
ILLINOIS HISTORIC PRESERVATION AGENCY

By: Michael S. ...

Attest  
By: Naomi Ramage



URBAN MASS TRANSPORTATION ADMINISTRATION

By: J. P. ...  
Area Director

Attest  
By: Dorothy B. Bowman



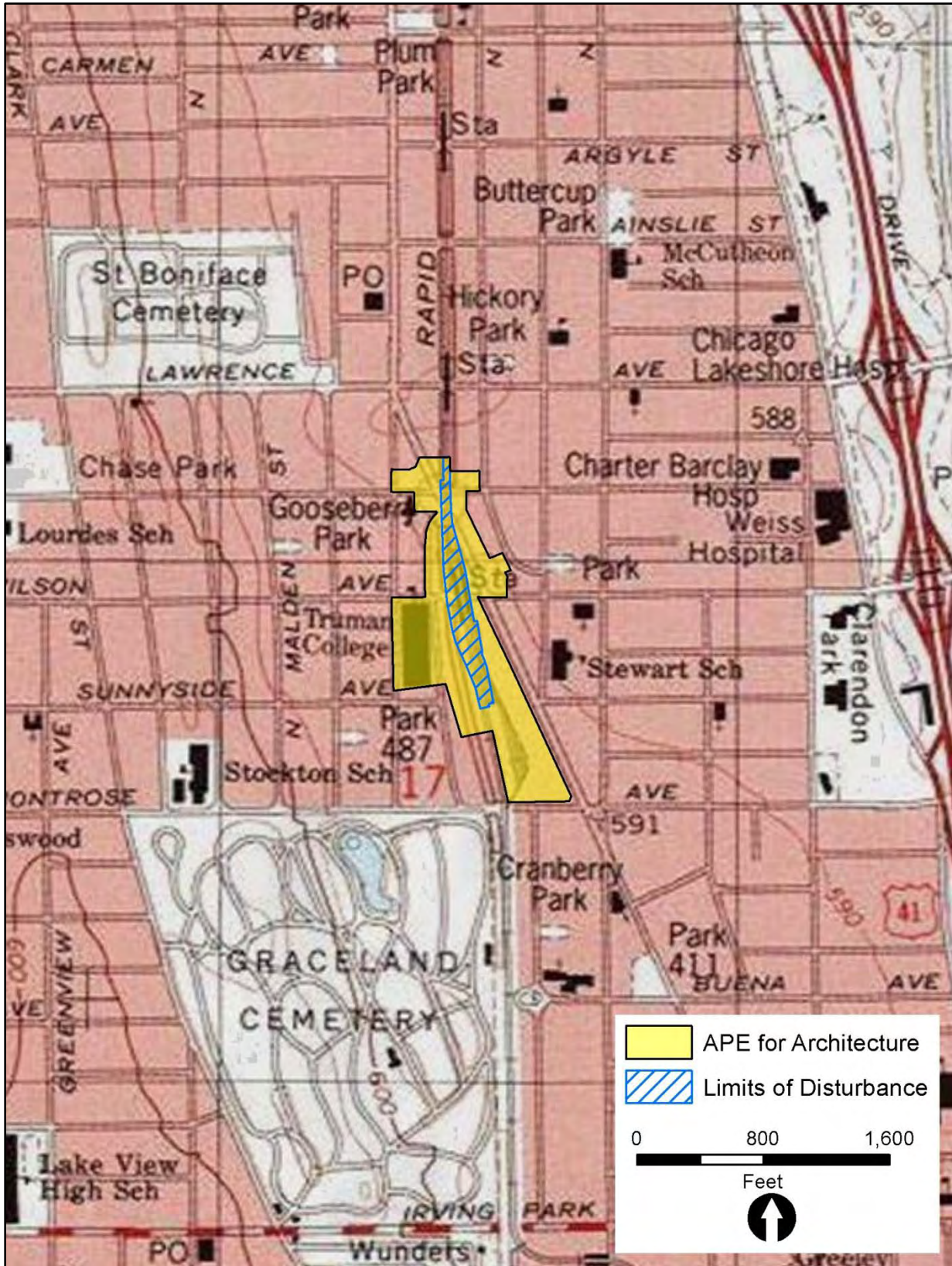


Figure 1. Project Location Map and Area of Potential Effects (APE)

# Wilson Station

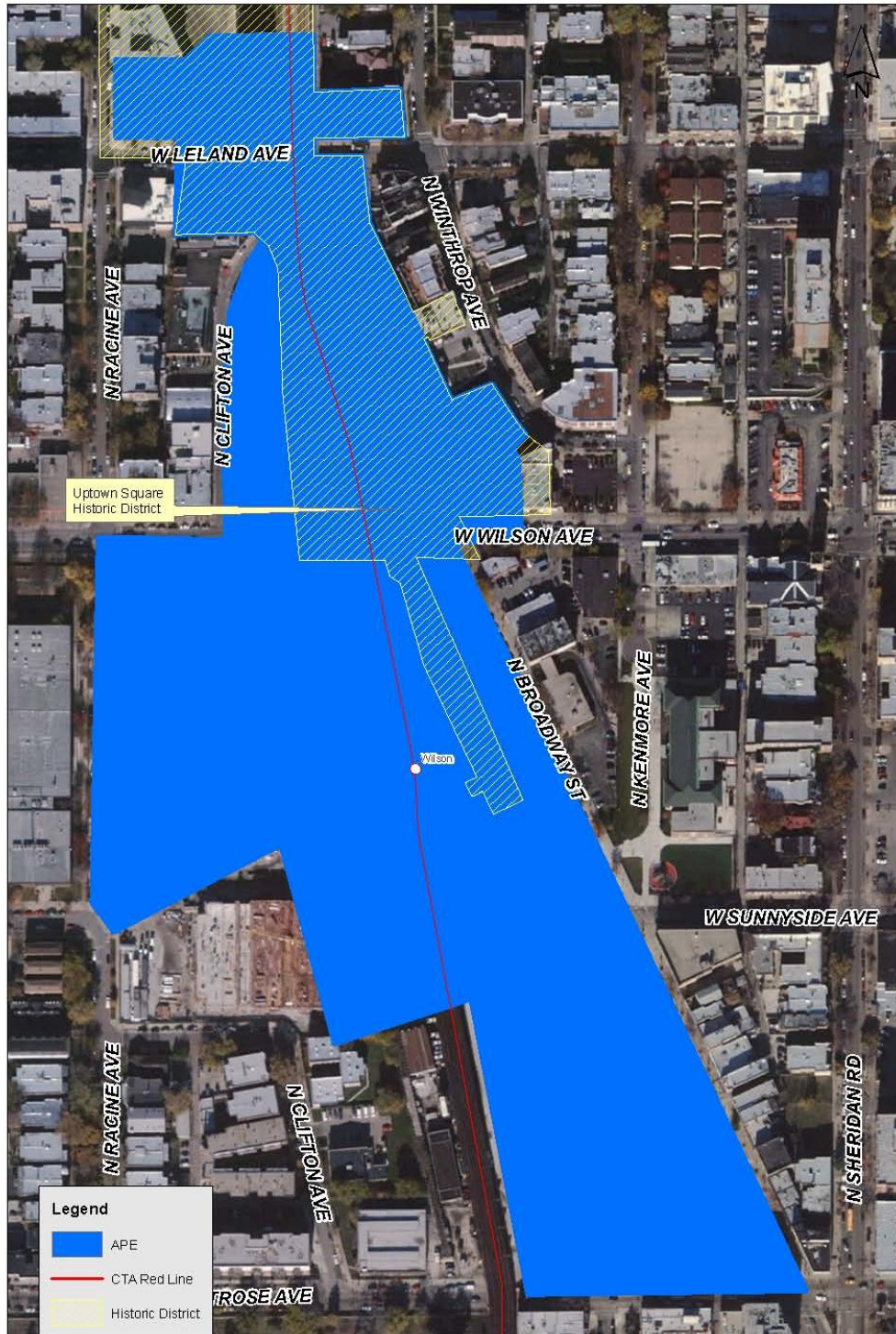
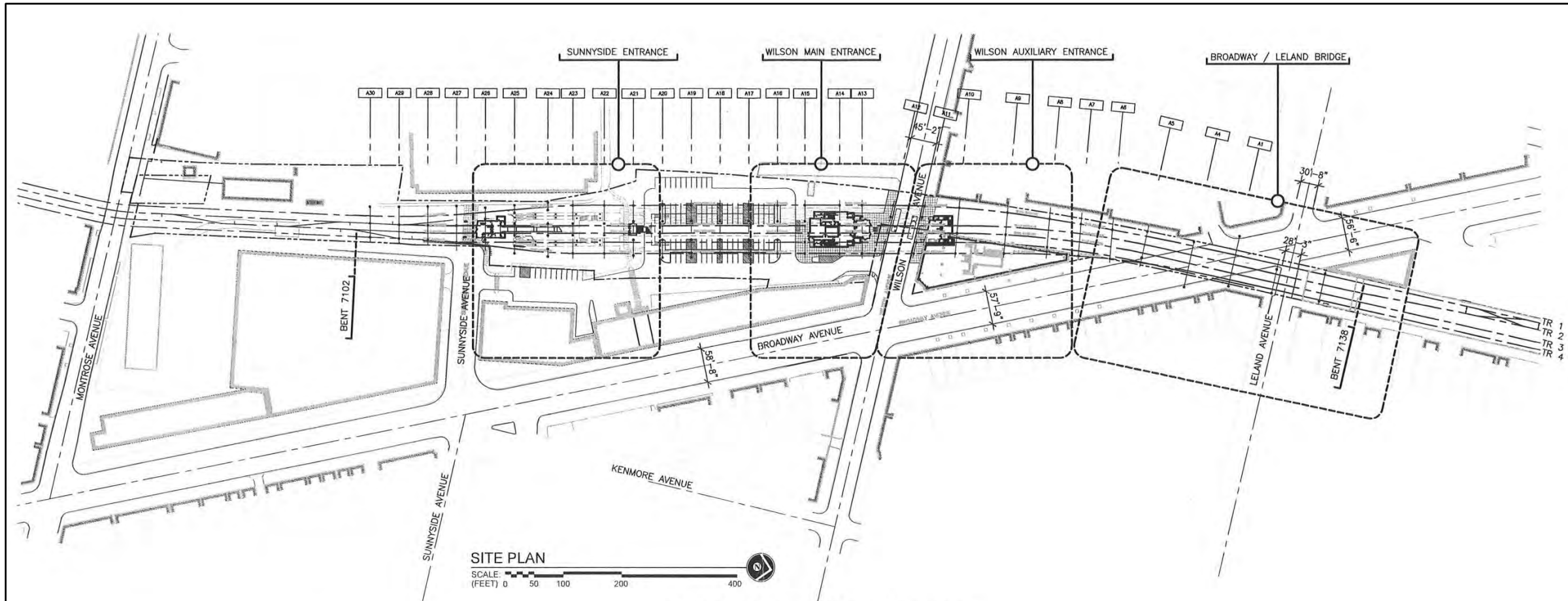
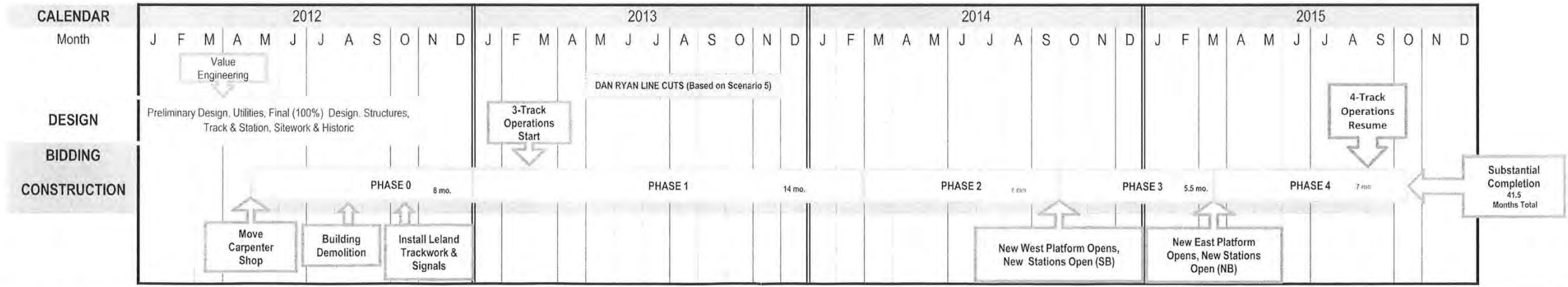


Figure 2. Area of Potential Effects

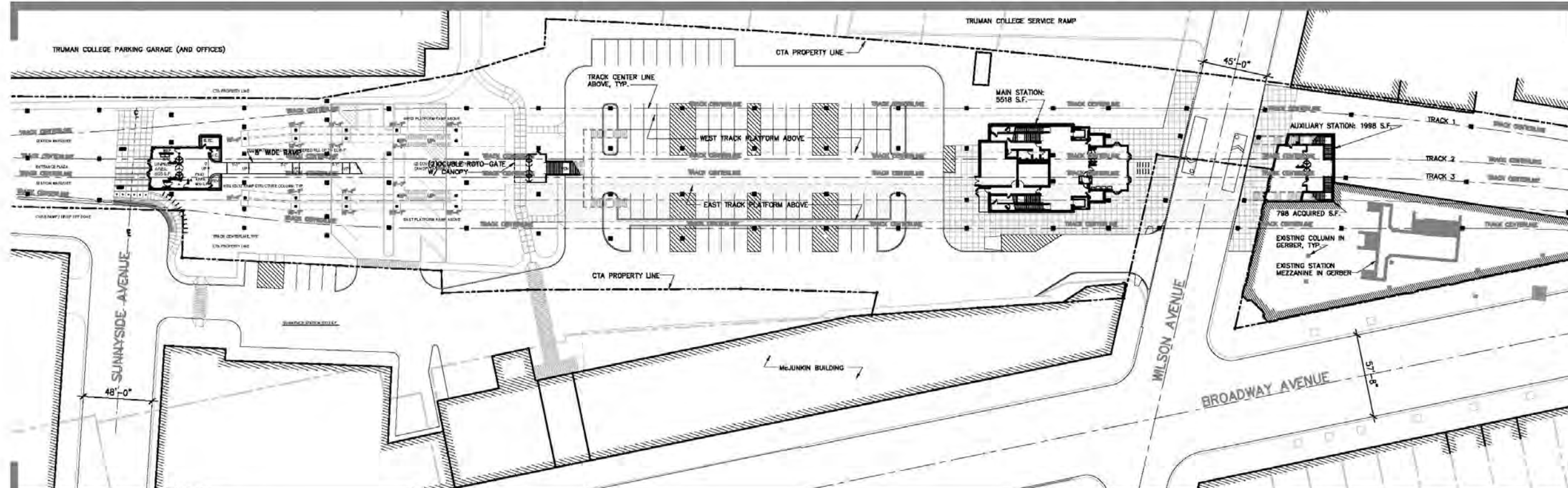
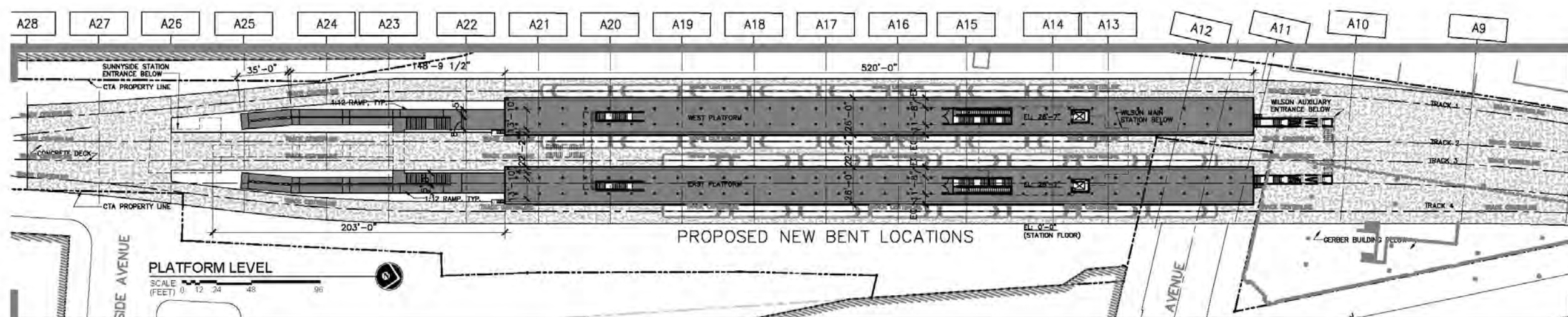


**Transfer Station Timeline**



CHICAGO TRANSIT AUTHORITY  CHICAGO TRANSIT PARTNERS		<b>DRAFT</b>	<b>PRELIMINARY DESIGN</b>	<b>DRAFT</b>	PROJECT NAME:	
					<b>WILSON TRANSFER STATION</b>	
					DATE:	EXHIBIT NO.
					<b>03/09/2012</b>	<b>1</b>

Figure 3. Site Plan



MAIN STATION: 5518 S.F.  
AUXILIARY ENTRANCE: 1998 S.F.  
SUNNYSIDE ENTRANCE: 1333 S.F.

<p>CHICAGO TRANSIT AUTHORITY</p> <p>CTP</p> <p>CHICAGO TRANSIT PARTNERS</p>	<p><b>DRAFT</b></p>	<p><b>PRELIMINARY DESIGN</b></p> <p>STREET AND PLATFORM LEVELS</p>	<p><b>DRAFT</b></p>	PROJECT NAME:
				<p>WILSON TRANSFER STATION - RAMP</p>
				DATE:
				03/30/2012
				EXHIBIT NO.
				-

Figure 4. Street and Platform Levels



**DRAFT**

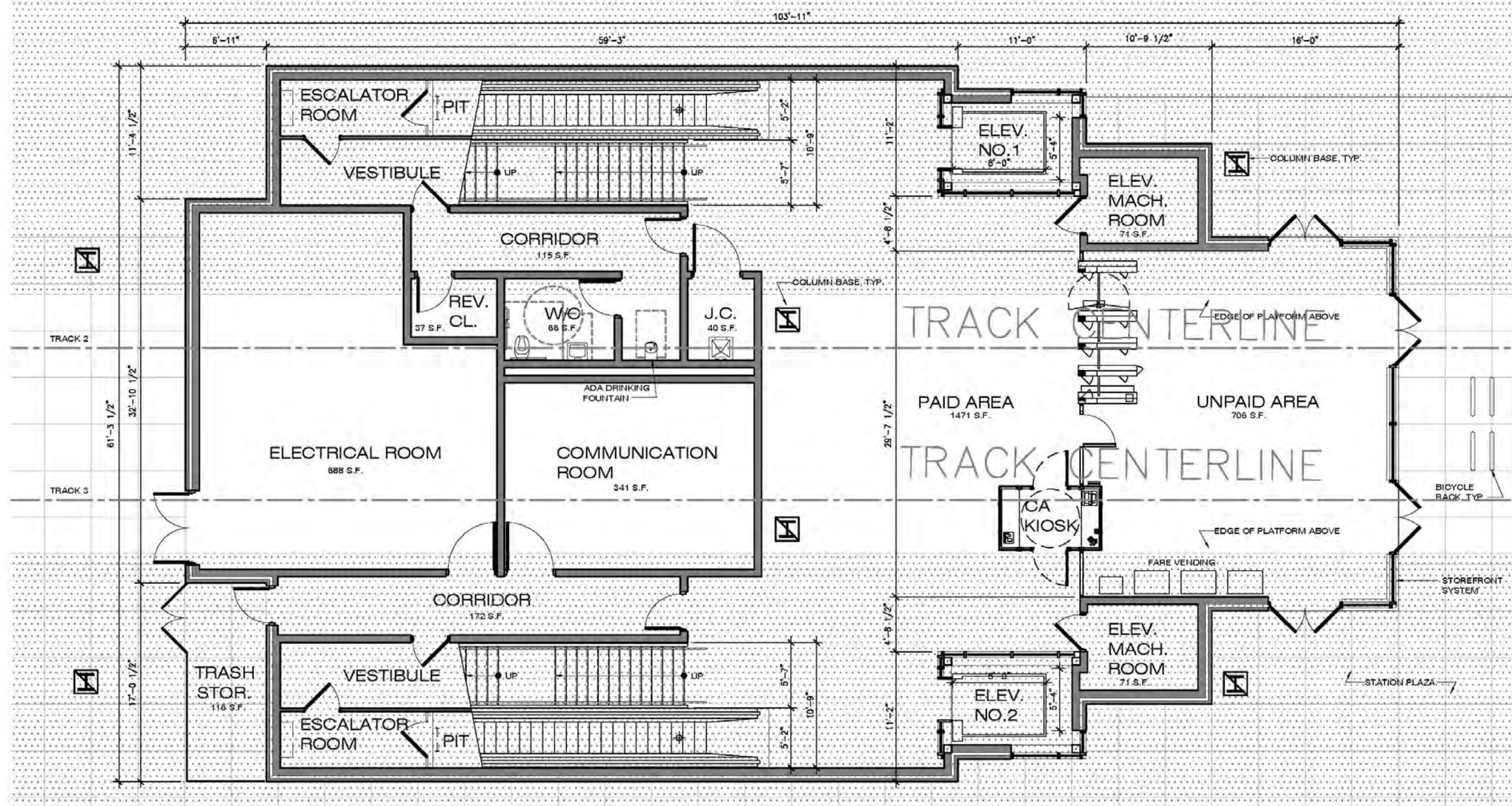
**PRELIMINARY DESIGN**  
 WILSON MAIN STATION  
 (VIEW LOOKING SOUTH FROM WILSON)

**DRAFT**

WILSON TRANSFER STATION

DATE:	EXHIBIT NO.
02/23/2012	-

Figure 5. Proposed Wilson Main Station



WILSON MAIN STATION  
SCALE: 1/4"=1'-0"

5518 SQ FT

  CHICAGO TRANSIT PARTNERS	<b>DRAFT</b> <b>PRELIMINARY DESIGN</b> WILSON MAIN STATION <b>DRAFT</b>	PROJECT NAME: <b>WILSON TRANSFER STATION</b>	
		DATE: <b>02/10/2012</b>	EXHIBIT NO. <b>4</b>

Figure 6. Proposed Wilson Station, Floor Plan





**DRAFT**

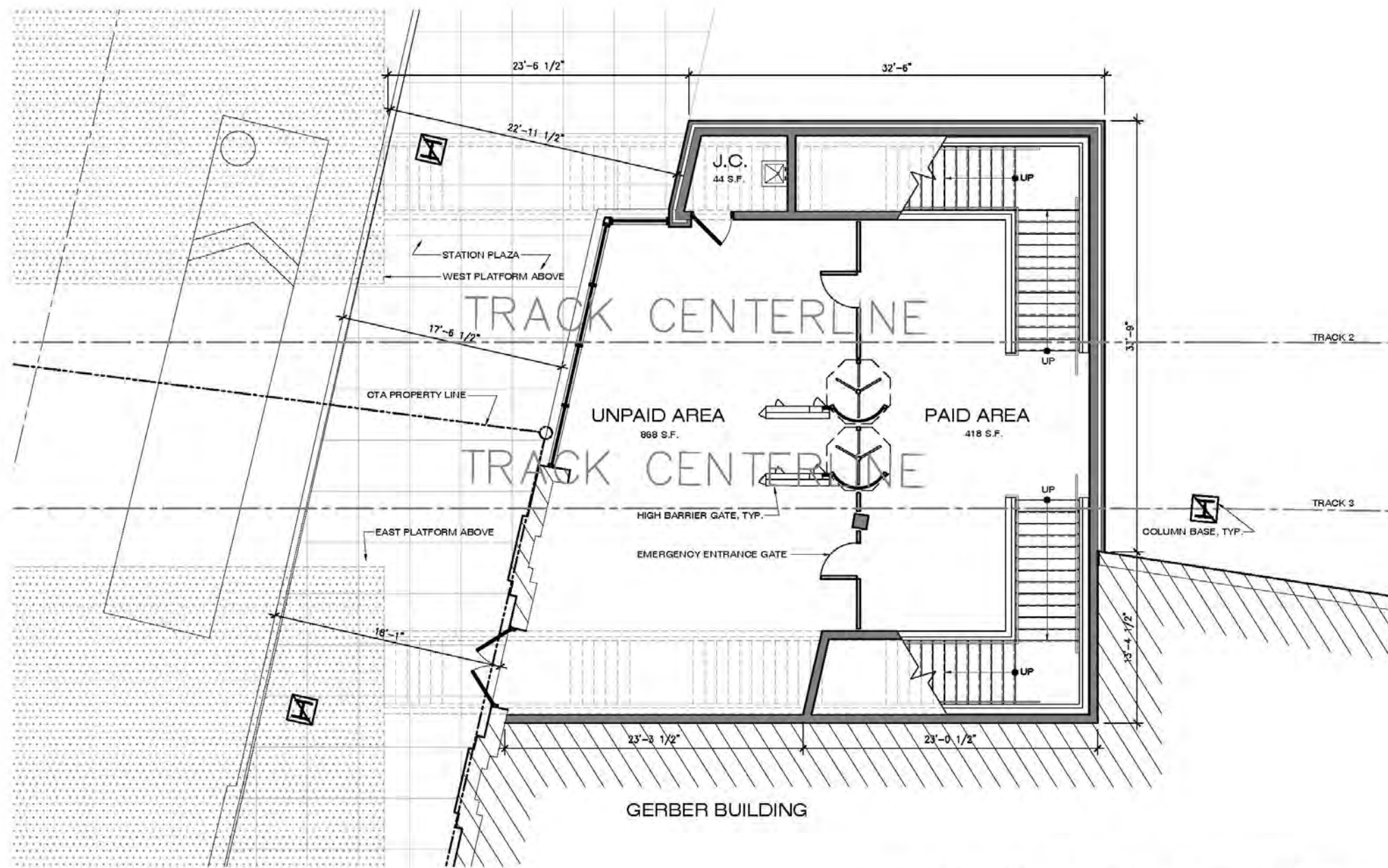
**PRELIMINARY DESIGN**  
 WILSON AUXILIARY STATION  
 (VIEW LOOKING NORTH FROM WILSON)

**DRAFT**

WILSON TRANSFER STATION

DATE:	EXHIBIT NO.
02/23/2012	-

Figure 7. Wilson Auxiliary Station



WILSON AUXILIARY STATION  
 SCALE: 1/4"=1'-0" 0 3 6 12

1200 S.F. + 798 S.F. (ACQUIRED FROM GERBER) = 1998 S.F.

CHICAGO TRANSIT AUTHORITY  
  
 CHICAGO TRANSIT PARTNERS

CTP

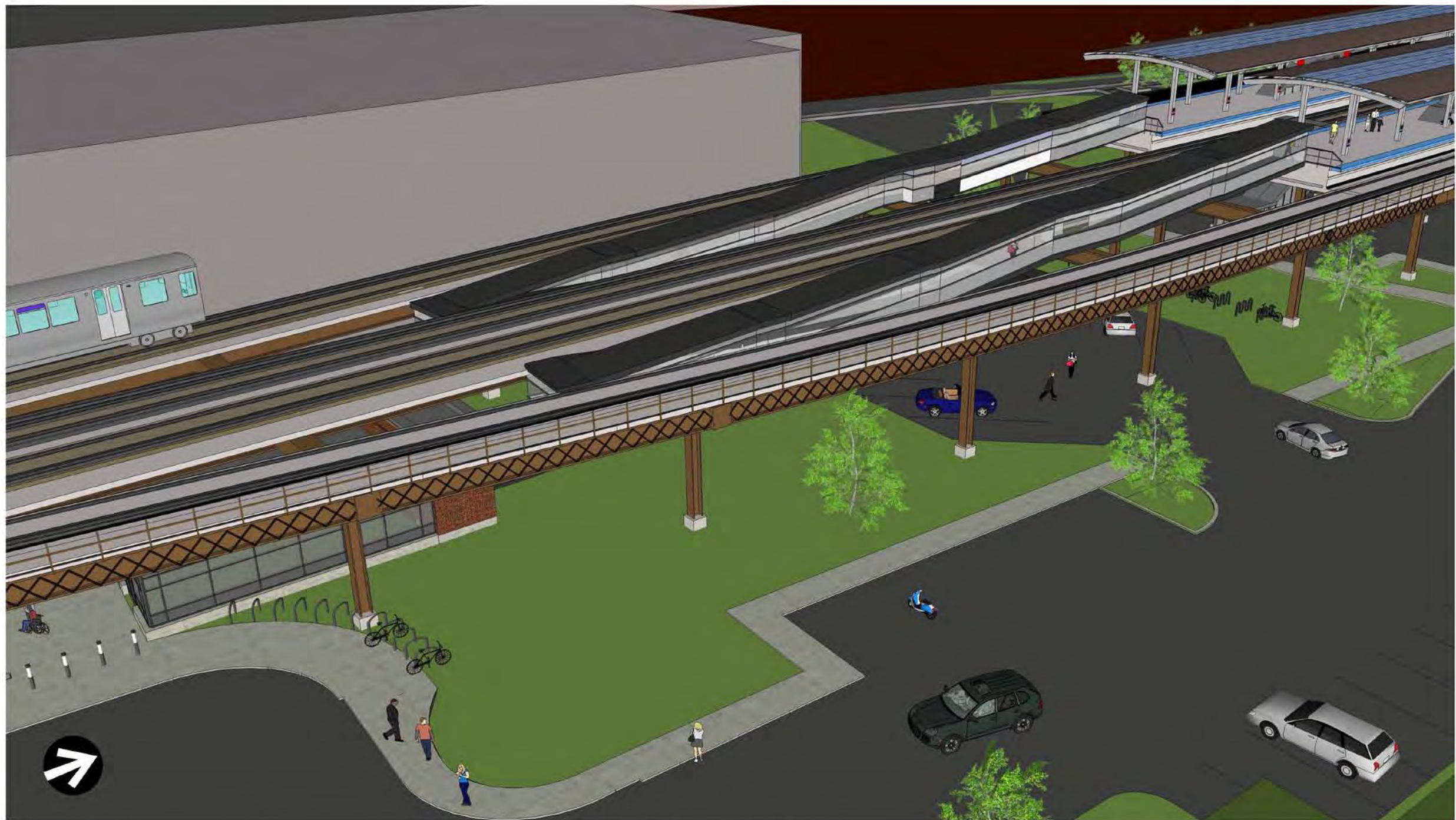
DRAFT

**PRELIMINARY DESIGN**  
 WILSON AUXILIARY STATION

DRAFT

PROJECT NAME: <b>WILSON TRANSFER STATION</b>	
DATE: <b>02/10/2012</b>	EXHIBIT NO. <b>6</b>

Figure 8. Proposed Wilson Auxiliary Station, Floor Plan



  CHICAGO TRANSIT PARTNERS	<b>DRAFT</b>	<b>PRELIMINARY DESIGN</b> SUNNYSIDE STATION	<b>DRAFT</b>	<b>WILSON TRANSFER STATION</b>	
				DATE: 03/30/2012	EXHIBIT NO. -

Figure 9. Sunnyside Auxiliary Station and Track Structure



**DRAFT**

**PRELIMINARY DESIGN**  
 SUNNYSIDE STATION  
 (VIEW LOOKING WEST ON SUNNYSIDE)

**DRAFT**

WILSON TRANSFER STATION

DATE:	EXHIBIT NO.
03/30/2012	-

Figure 10. Sunnyside Auxiliary Station

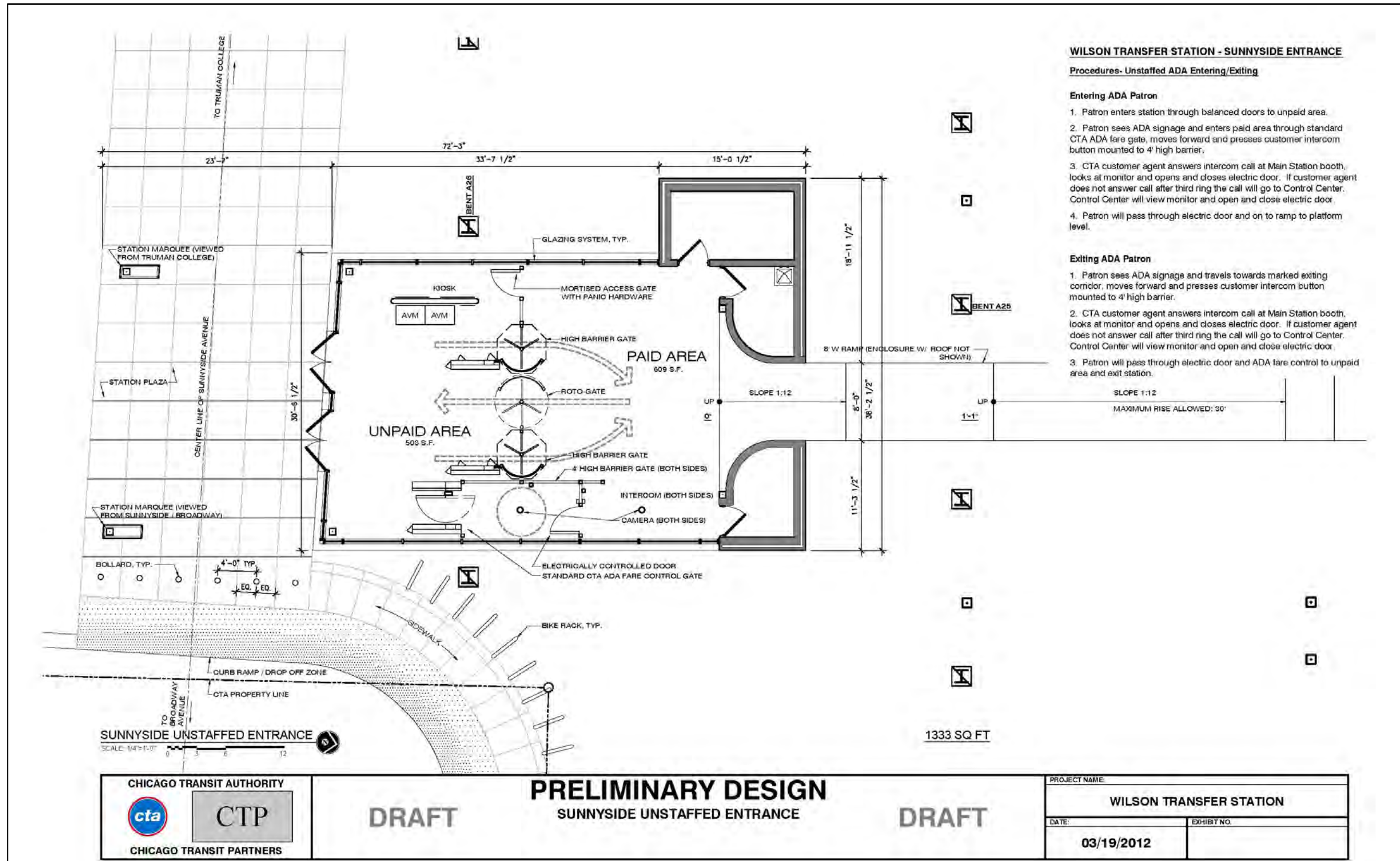
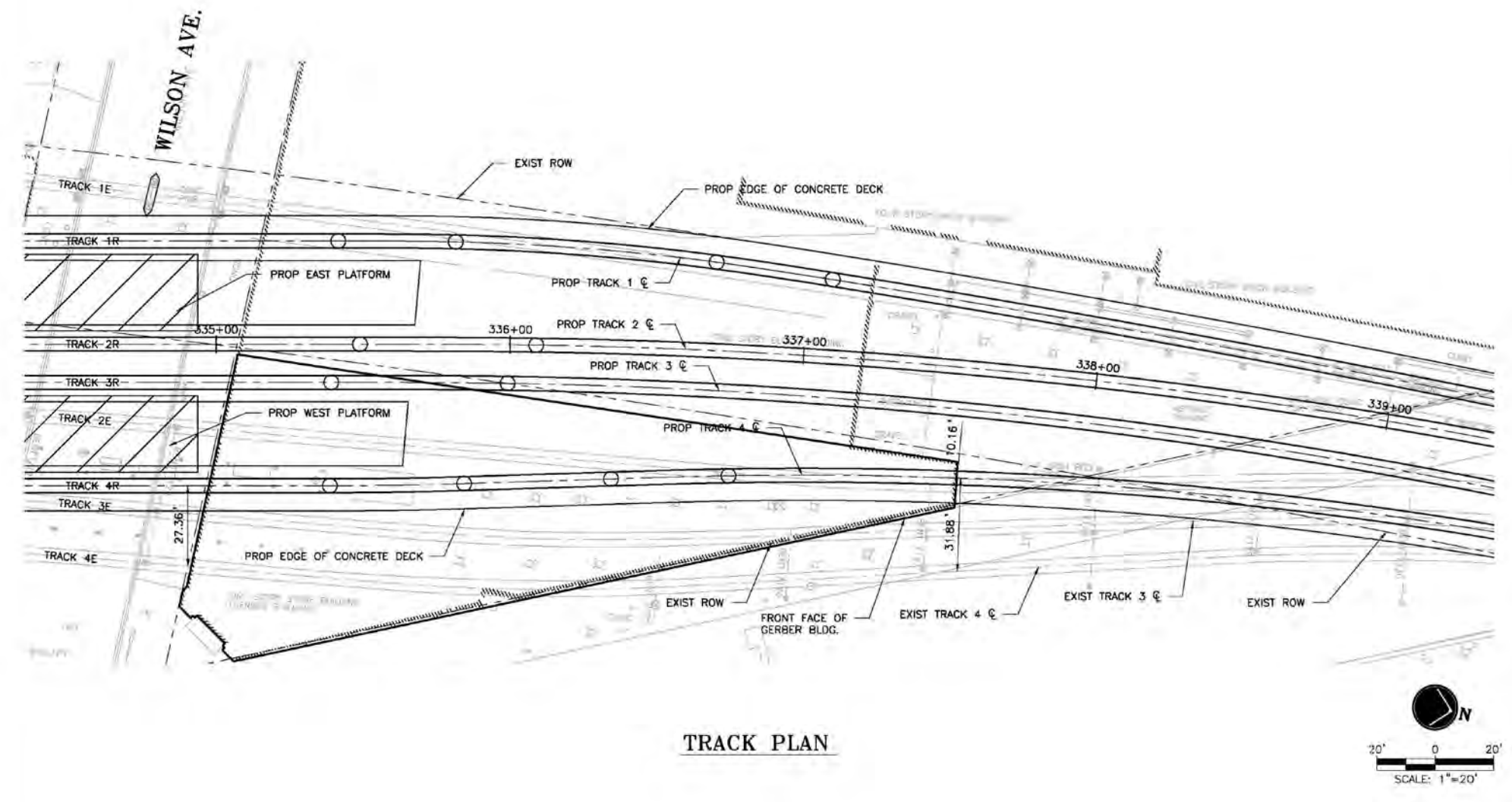
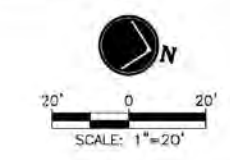


Figure 11. Sunnyside Auxiliary Station, Floor Plan

PLOTTED ON: 5/15/2012 8:49:48 AM EXHIBIT\_Gerber\_New\_v8\_Dtd.dgn



**TRACK PLAN**



**HNTB**  
 HNTB Corporation  
 111 North Canal Street, Suite 1250  
 Chicago, Illinois 60606  
 (312) 830-9119

**cta**  
**CHICAGO TRANSIT AUTHORITY**  
**ENGINEERING**

**SENSITIVE SECURITY INFORMATION**  
WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1552. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 CFR PARTS 15 AND 1552, EXCEPT WITH THE WRITTEN PERMISSION OF THE CHIEF OF POLICE OF THE CHICAGO POLICE DEPARTMENT OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED DISCLOSURE MAY RESULT IN CIVIL PENALTIES OR OTHER ACTION. FOR U.S. GOVERNMENT RECORDS, PUBLIC DISCLOSURE IS CONTROLLED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1552.

DRAWING SCALE IS NOT GUARANTEED. CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

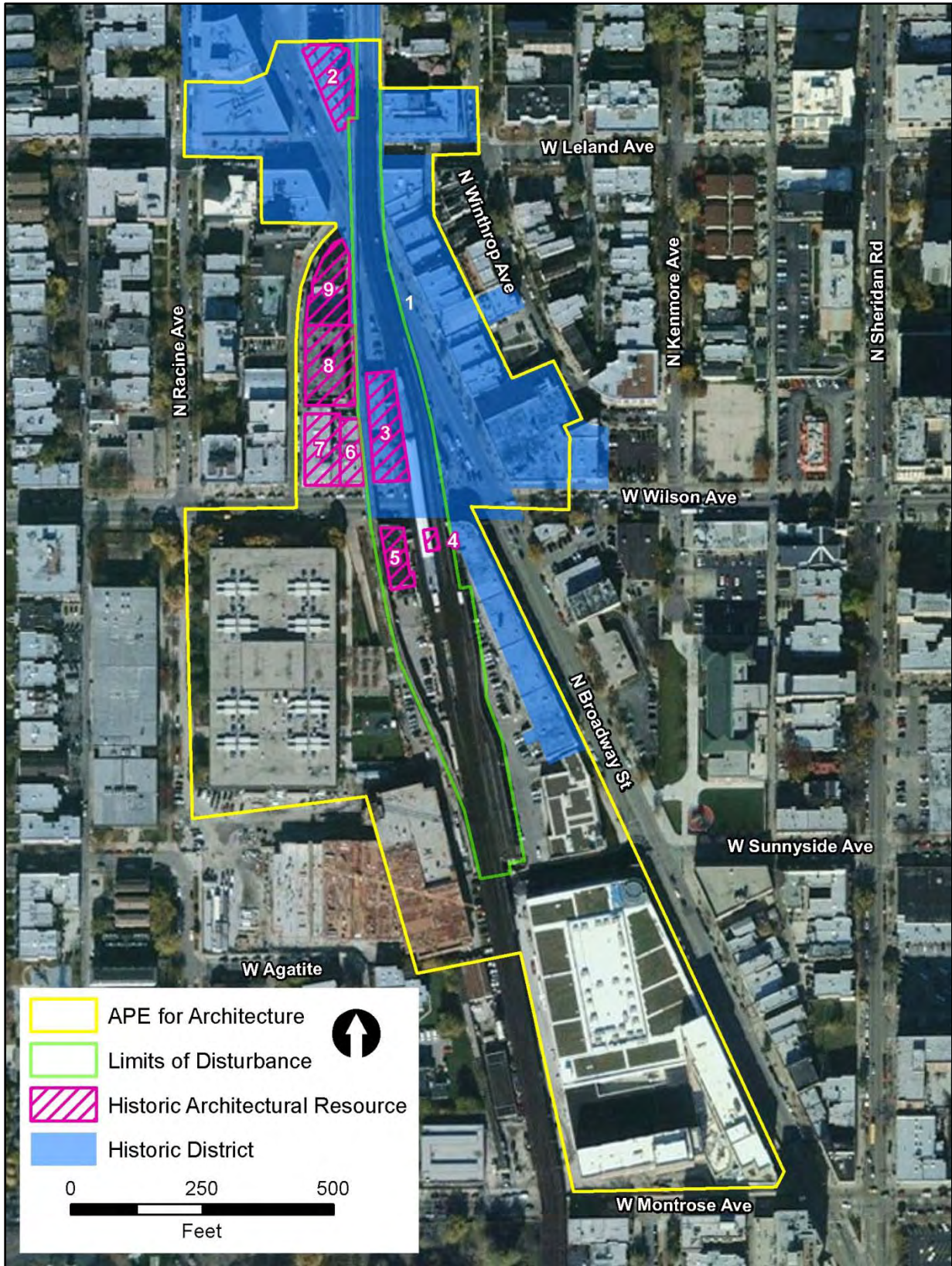
**WILSON TRANSFER STATION**

IN CHARGE	-
APPROVED BY	-
CHECKED BY	-
DESIGNED BY	-
DRAWN BY	-
PROJECT NO	57085
FILE NAME	

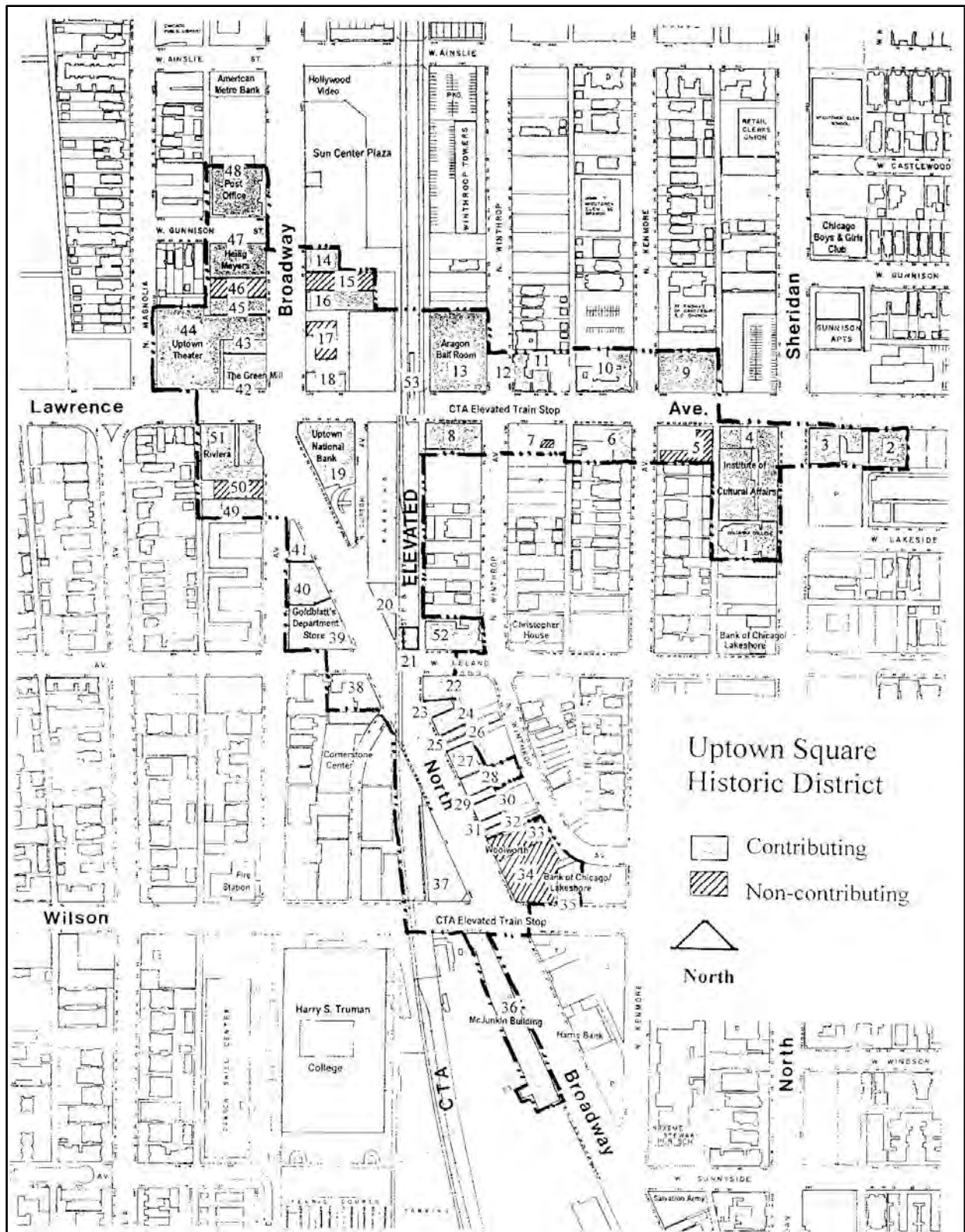
MARK	DATE	DESCRIPTION

SHEET TITLE  
**EXHIBIT**  
**GERBER BUILDING**

Figure 12. Track Plan



**Figure 13.** Historic Architectural Resources in the APE



**Figure 14.** Uptown Square Historic District  
(Uptown Community Development Corporation 2012)





Figure 15. Stohr Arcade Building, Circa 1910



Figure 16. Wilson Station (Uptown Station), c. 1922

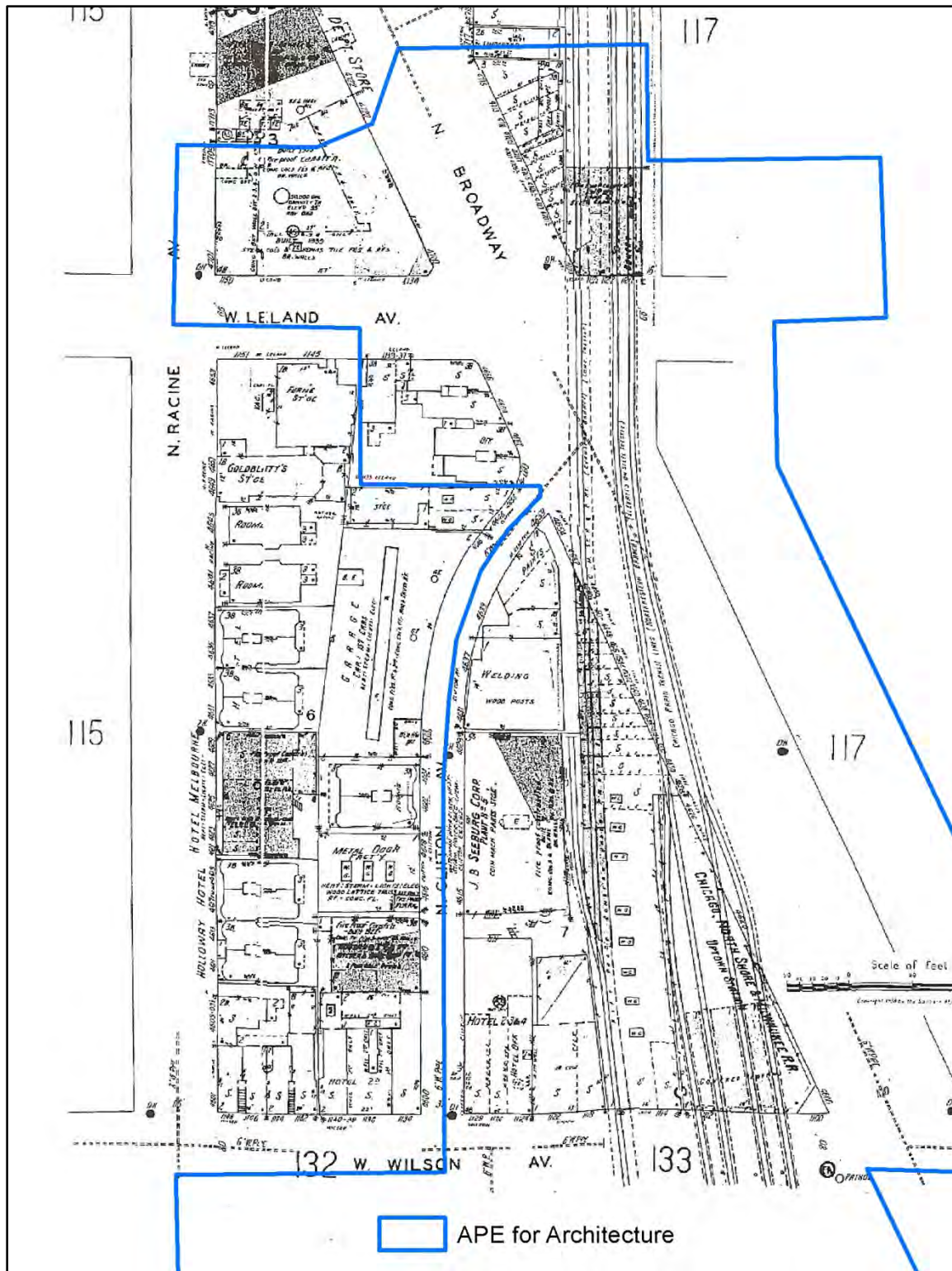
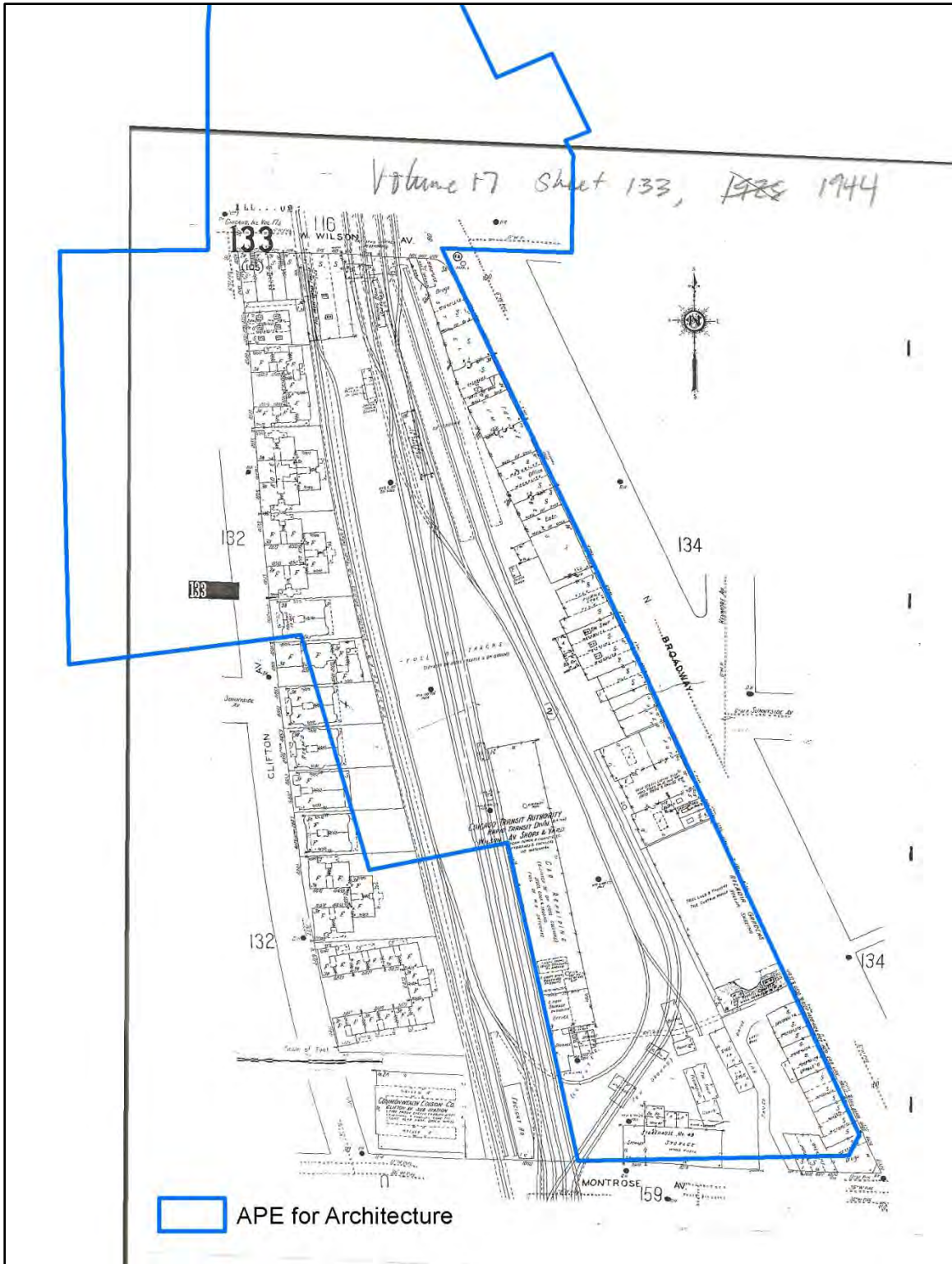


Figure 17. Detail, Sanborn Map Company, 1944  
(Sanborn Map Company 116:1944)



Figure 18. Detail, Sanborn Map Company, 1944  
 (Sanborn Map Company 117:1944)



**Figure 19.** Detail, Sanborn Map Company, 1944  
(Sanborn Map Company 133:1944)





Plate 1. Wilson Station at 4620 N. Broadway Avenue, view northwest.



Plate 2. Detail of Wilson Station, view northwest.



Plate 3. South elevation of Wilson Station, view north.



Plate 4. South side of W. Wilson Avenue showing the proposed location of Wilson Main Station, view southwest.



Plate 5. 1111 W. Wilson Avenue, proposed location of Wilson Main Station, view south.



Plate 6. 1117 W. Wilson Avenue, proposed location of Wilson Main Station, view south.





Plate 7. Existing Wilson Station auxiliary entrance, view south.



Plate 8. Broadway Mall at 1114 W. Wilson Avenue, view north.



Plate 9. Interior of Wilson Station showing the main stairway, view west.



Plate 10. Wilson Station showing entrance on south elevation, view northwest.



Plate 11. Elevated rail line south of W. Wilson Avenue, view south.



Plate 12. Elevated rail line along N. Broadway Avenue and north of Wilson Station, view south.



Plate 13. Convergence of concrete freight line and steel passenger line on the west side of N. Broadway Avenue and north of Wilson Station, view north.



Plate 14. Majestic for Men store at 4620-4701 N. Broadway Avenue, view northwest.



Plate 15. 1122 W. Wilson Avenue, view northeast.



Plate 16. 1124 W. Wilson Avenue, view northeast.



Plate 17. 4615 N. Clifton Avenue, view northeast.



Plate 18. 4652 N. Broadway Avenue, view south.



Plate 19. 4654 N. Broadway Avenue (fronts Clifton Avenue), view southeast.



Plate 20. Main entrance of Wilson Station on east elevation (N. Broadway Avenue), view west.



Plate 21. Wilson Station east elevation, view northwest.



Plate 22. Interior of Wilson Station, view west.





Plate 23. Interior of main stairway hall in Wilson Station, view north.



Plate 24. Majestic for Men store at 4620-4701 N. Broadway Avenue, view north.



Plate 25. Interior of Majestic for Men store at 4620-4701 N. Broadway Avenue, view northwest.



Plate 26. Uptown Broadway Building at 4701-4715 N. Broadway Avenue, view northeast.



Plate 27. McJunkin Building at 4520-4570 N. Broadway Avenue, view south.

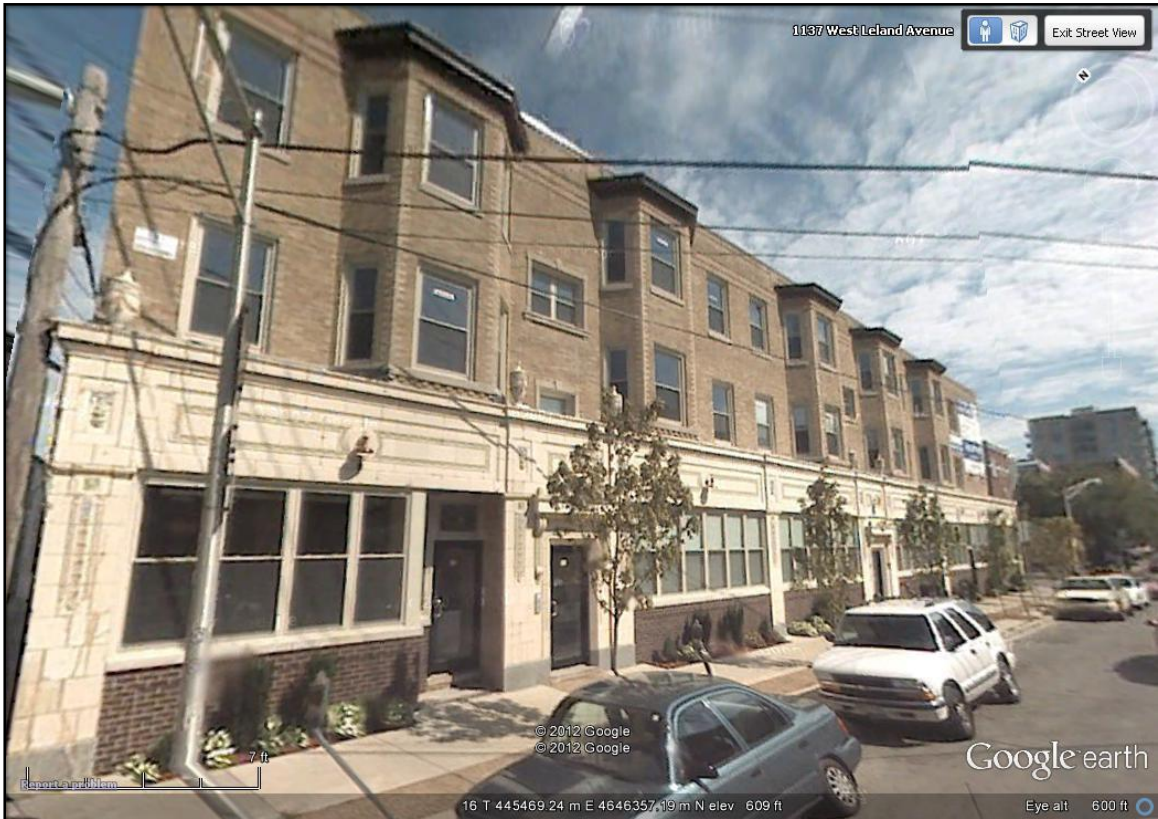


Plate 28. Monroe Building at 4706 N. Winthrop Avenue, view northeast.



Plate 29. Kresge Building at 4657-4661 N. Broadway Avenue, view southeast.

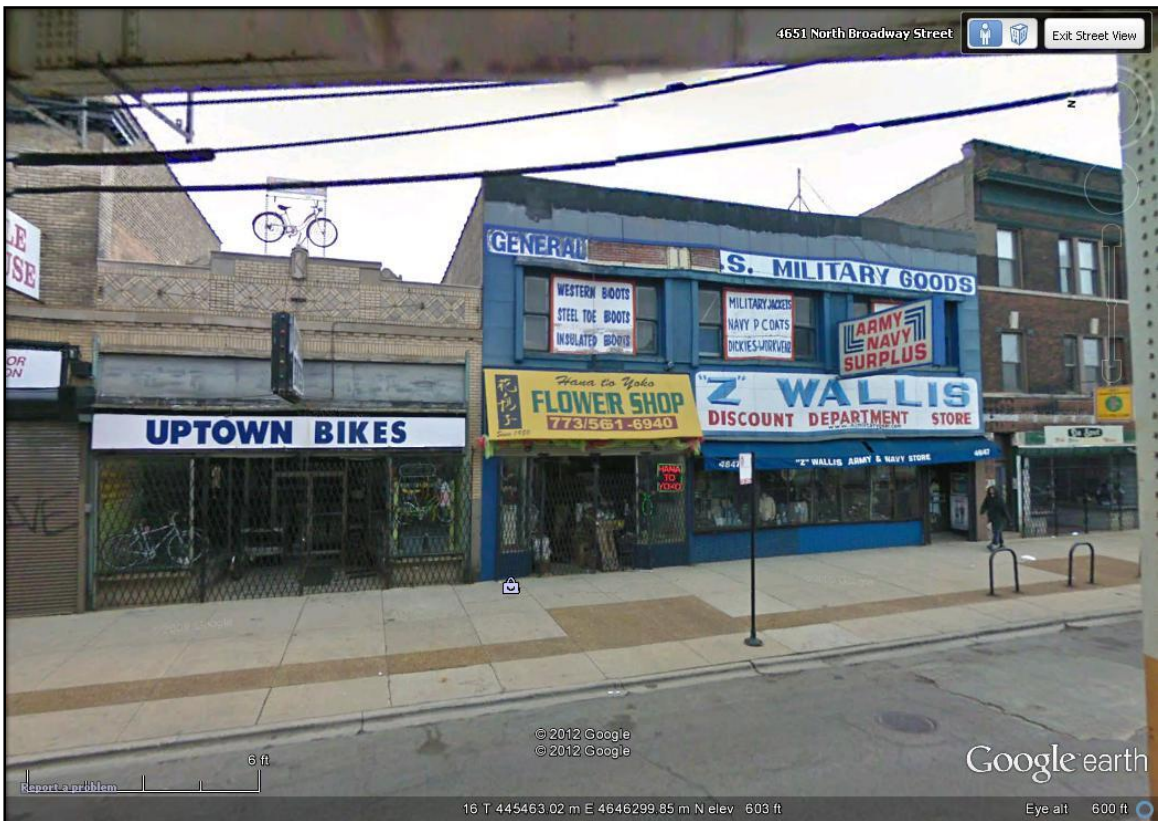


Plate 30. 4653 N. Broadway Avenue and 4649-4651 N. Broadway Avenue, view east.

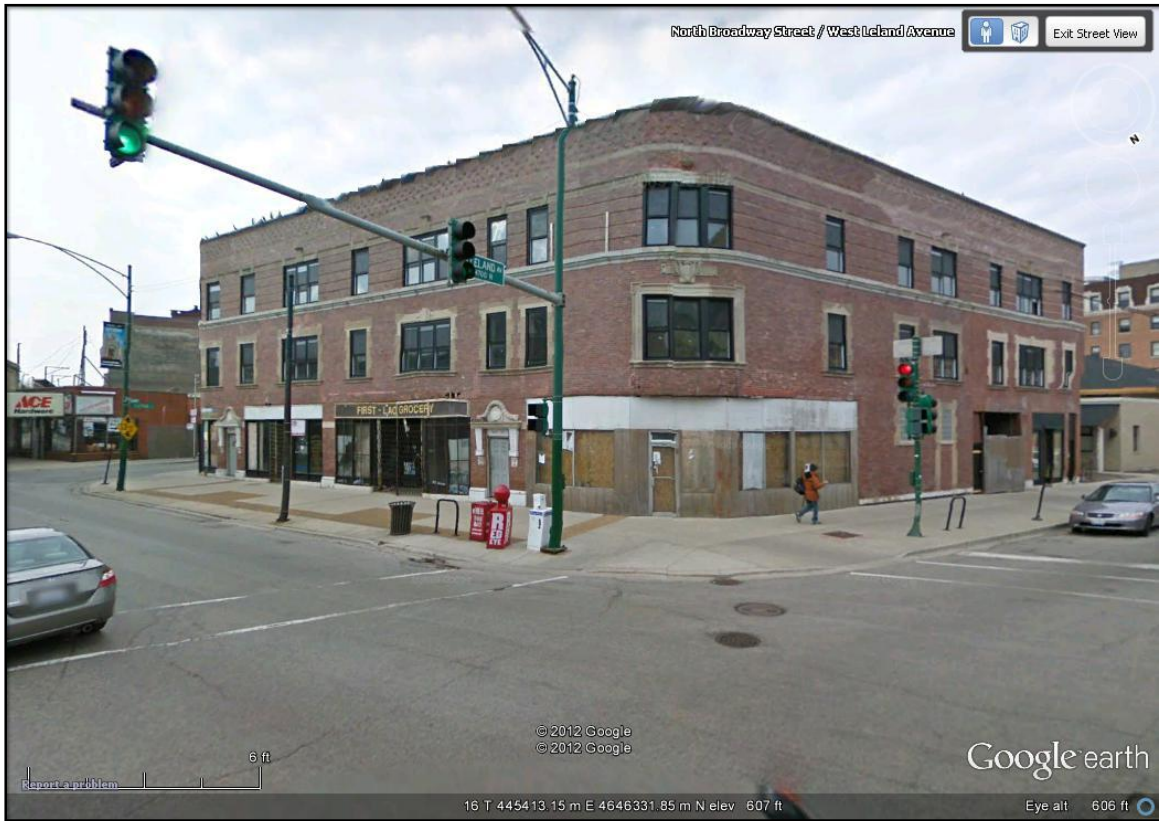


Plate 31. Barry Building at 4660-4668 N. Broadway Avenue, view southwest.



Plate 32. 4645-4647 N. Broadway Avenue, view east.



Plate 33. 4635-4643 N. Broadway Avenue, view southeast.



Plate 34. 4629 N. Broadway Avenue, view east.



Plate 35. 4619 N. Broadway Ave., 4621 N. Broadway Ave., and 4625 N. Broadway Ave., view northeast.



Plate 36. 4613-4617 N. Broadway Avenue, view east.



Plate 37. 4601-4607 N. Broadway Avenue, view northeast.



Plate 38. 4715 N. Racine Avenue/4718 N. Broadway Avenue, view northwest.





Plate 39. Interior of Broadway Mall at 1114 W. Wilson Avenue, view south.



Plate 40. Uptown Broadway Building and Majestic for Men store, view east.

**Appendix E: Potential Interested and Consulting Parties**

Potential Interested Parties

Name	Address	Contact Info
Commission on Chicago Landmarks City of Chicago Historic Preservation Division Department of Housing and Economic Development	33 N. La Salle St. #1600 Chicago, IL 60602	Phone: (312) 744-3200 <a href="mailto:landmarks@cityofchicago.org">landmarks@cityofchicago.org</a>
Preservation Chicago	4410 N. Ravenswood Chicago, IL 60640	Phone: (773) 334-8800
Landmarks Illinois	Suite 1315 53 W. Jackson Blvd. Chicago, IL 60604	Phone: (312) 922-1742
Uptown Historical Society	4531 N Dover St Chicago, IL 60640	Phone: (773) 561-5169
Chicago History Museum	1601 N. Clark St. Chicago, IL 60614	Phone (312) 642-4600
Uptown Chicago Commission	937 Chicago Commission Chicago, IL 60640	<a href="mailto:uptownchicago@sbcglobal.net">uptownchicago@sbcglobal.net</a> No phone #
Friends of the Uptown (Theatre)	c/o Compass Rose Cultural Crossroads P.O. Box 409095 Chicago, IL 60640-9095	<a href="mailto:uptown1925@hotmail.com">uptown1925@hotmail.com</a> No phone #

Potential Consulting Parties

Name	Address	Contact Info
Advisory Council on Historic Preservation (ACHP)	1100 Pennsylvania Avenue NW Suite 803 Old Post Office Building Washington, DC 20004	Phone: (202) 606-8503
Illinois Historic Preservation Agency (SHPO)	Preservation Services #1 Old State Capitol Plaza Springfield, IL 62701-1507	Phone: (217) 782-4836
Cook County President of the County Board Toni Preckwinkle	69 W. Washington St. 5 <sup>th</sup> Floor Chicago, IL 60602	Phone: (312) 443-5500
City of Chicago Office of the Mayor Mayor Rahm Emanuel	City Hall 121 N. LaSalle Street Chicago, IL 60602	Phone: (312) 744-5000