

Appendix E-3: Cultural Resources Technical Memorandum



Ashland Avenue Bus Rapid Transit Project

Memorandum

Date: November 5, 2013

Subject: Cultural Resources

Prepared By: CDM Smith, Inc.

Introduction

The Chicago Transit Authority (CTA), in cooperation with the Chicago Department of Transportation (CDOT), Department of Housing and Economic Development (DHED), and FTA, is proposing to implement Bus Rapid Transit (BRT) features and service along Ashland Avenue in Chicago, Illinois. The limits for the Ashland Avenue BRT Project are:

- Irving Park Road on the north to 95th Street on the south (approximately 16.1 miles)

CTA currently operates local bus service within the Ashland Avenue BRT Project limits. The proposed improvements are limited in scope and would be implemented within existing roadway rights-of-way:

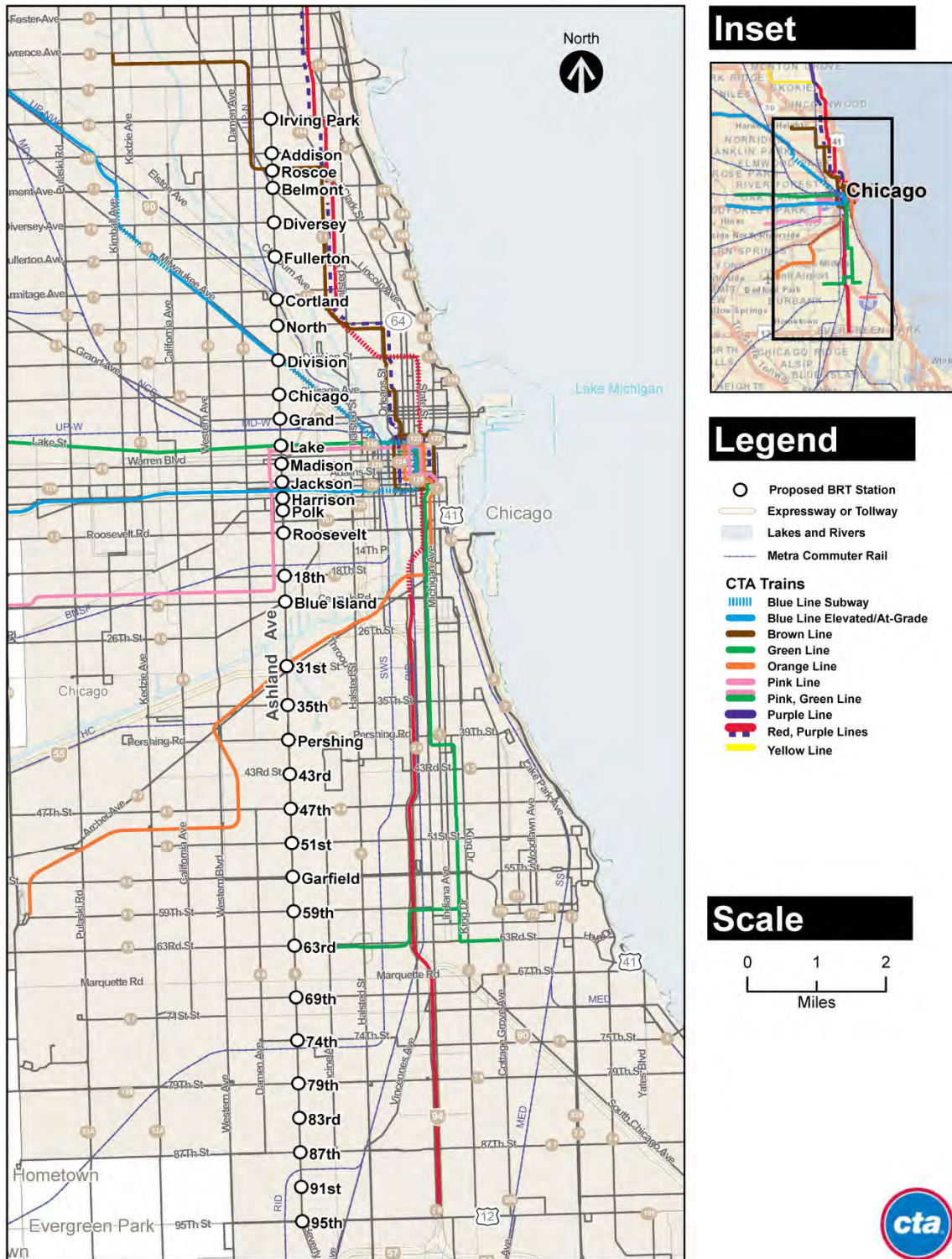
- Construction of median BRT stations with shelters and pedestrian boarding areas
- Upgrade of traffic signal systems to include transit signal priority
- Implementation of queue jump lanes and turn restrictions at intersections
- Removal of travel lanes to accommodate a designated bus lane in each direction
- Pavement milling and resurfacing
- Streetscape improvements including medians, landscaping, and ADA-accessibility upgrades

There are 35 proposed BRT station locations, which are shown in **Figure 1**.

Purpose

The purpose of this memorandum is to evaluate the impact of the proposed project on cultural resources and for documenting compliance with Section 106 of the National Historic Preservation Act.

Figure 1: Proposed BRT Station Location Map



The following sections include a description of the Area of Potential Effect (APE), an overview of archival research activities, a description of the level of identification efforts conducted, and a summary of the documentation effort. **Attachment A** contains a primer which explains in more detail the concepts associated with the analysis and accompanying Section 106 consultation process.

Identification Methodology

Cultural resource specialists, in consultation with FTA and IHPA, developed an APE for cultural/historic resources along the Ashland Avenue BRT Project corridor. The APE takes into account the location of proposed BRT stations as well as the potential for other effects (e.g. visual changes) that could impact historic resources.

The APE is confined to the right-of-way in the areas between the station locations because the project activities between stations (including milling of pavement, re-paving, re-striping, median improvements, and spot landscaping improvements) would not result in any potential adverse proximity effects to the location, design, setting, materials, workmanship, feeling, or association of nearby historic resources. Because the project area is located within a heavily urbanized area, the boundaries for the APE at the proposed station locations were based on the area directly impacted by construction plus a buffer to account for potential visual changes. The exact size of the buffer varies for each station based on the location, setting and building sizes in the area.

To identify historic architectural resources in the APE, the Historic Architectural Resources Geographic Information System (HARGIS), the National Register of Historic Places (NRHP) database, and city records--including the Chicago Landmarks List and the Chicago Historic Resources Survey (CHRS)--were reviewed. Using this information, a list of NRHP listed and previously determined eligible properties within the APE was compiled. This effort included the identification of known archaeological sites, NRHP listed districts and structures, CHRS properties rated Orange or Red, locally listed historic landmarks, and any additional properties previously identified as eligible for the NRHP. CHRS Red properties denote resources that possess some architectural features or historical association that make them potentially significant at the city, state, or national level; CHRS Orange properties denote resources that possess some architectural features or historical association that make them potentially significant at the community level. **Attachment B** contains a complete listing of all properties rated as "red" or "orange" on the CHRS that fall within the APE.

Consistent with the regulations (36 CFR 800.4.b.1), the team has considered past planning, research and studies; the magnitude and nature of the undertaking; the nature and extent of potential effects on historic properties; and the likely nature and location of historic properties within the APE in its identification efforts. As with the development of the APE, the survey and documentation methodology was developed in consultation with FTA and IHPA.

The archival research identified five NHRP historic districts, four local landmarks, and 34 CHRS Red or Orange properties within the APE. Following archival research, the team's architectural

historian completed a windshield survey in March 2013 of the Ashland Avenue BRT Project APE, noting buildings within the APE that exhibit distinguishing architectural features associated with historic styles. During the March 2013 field visit, the historian examined structures surrounding each of the 35 station areas and noted individual structures within the APE (including the Red, Orange coded properties, local landmarks, etc.) that exhibited a level of historic architectural significance that could make them candidates for historic evaluation. Each of these were photographed and assessed within the context of their community to determine their eligibility for NRHP listing. Following this assessment, 25 individual properties within the APE have been NRHP listed previously or are recommended as NRHP eligible. **Table 1** depicts NRHP listed resources, additional resources recommended as NRHP eligible, CHRS Orange/Red properties, and local landmarks within the APE. The primer in **Attachment A** provides information on eligibility criteria.

NRHP Listed Districts

Portions of five NRHP listed or determined eligible historic districts fall within or adjacent to the APE:

- East Ravenswood Historic District, a collection of over 1,500 residential, commercial, and industrial buildings roughly bounded by Lawrence Avenue, Clark Street, Irving Park Road, and Ravenswood Avenue. The district is locally significant under Criterion A for its association with community planning and development and under Criterion C for its architecture.
- West Jackson Boulevard Historic District, which is bounded by Laflin, Ashland, Adams and Van Buren streets includes 40 contributing structures on approximately 8.5 acres. The district is listed under Criterion C for its architecture, with a period of significance of 1876-1890.
- Pilsen Historic District, roughly bounded by 16th Street, Cermak Road, Halsted Street, and Western Avenue, which contains over 4,400 contributing structures. The district is listed under Criterion A for its association with ethnic heritage (Bohemian-American and Mexican-American cultures), industry, and social history. It is also listed under Criterion C for its architecture.
- Chicago Sanitary and Ship Canal Historic District, within Chicago city limits, is bounded by the footprint of the waterway and extends from just east of Ashland Avenue (near 29th Street) to just west of Cicero Avenue (near 41st Street). The entire Chicago Sanitary and Ship Canal is 28 miles long and forms a shipping link between Lake Michigan and the Mississippi River system. The district is listed under Criterion A for its association with maritime history, commerce, transportation, community planning, and development and under Criterion C for its architecture, with a period of significance of 1875-1974.
- Chicago Park Boulevard System Historic District, is approximately 26 miles in length and contains a continuous system of parks and boulevards from the southeast part of Chicago at Dr. Martin Luther King, Jr. Drive, west, north and back east, to the eastern end of Logan

Boulevard. It contains eight parks, 19 boulevards and six squares. The historic district intersects with the APE for the project where Ashland Avenue intersects with Garfield Boulevard, nearest to Sherman Park. The district was determined eligible under Criterion A for its association with community planning and development, and under Criterion C for its architecture and landscape architecture with a period of significance of 1869–1964.

Table 1: NRHP Eligibility Recommendations for Buildings and Structures within the APE

Property Description	Date	CHRS	Landmark	NRHP
Gothic Revival School, 4015 North Ashland Avenue	1893	Orange	No	Recommended Eligible, Contributing element within the East Ravenswood Historic District
Classical Revival Mixed Use Building, 3175 North Lincoln Avenue	1890s	No	No	Recommended Eligible
Classical Revival Mixed Use Building, 1545 West Division Street	1920s	No	No	Recommended Eligible
Classical Revival Mixed Use Bldg, 1200 North Ashland Avenue	1920s	Orange	Yes	Listed
Vernacular Commercial Building, 238 North Ashland Avenue	1910s	Orange	No	Recommended Eligible
Queen Anne Train Station, Lake Street at Ashland Avenue	1890s	Orange	No	Recommended Eligible
Art Deco/Moderne Gymnasium, 1545 West Lake Street	1900s	Orange	No	Recommended Eligible
Art Deco/Moderne Hotel, 1521 West Warren Boulevard	1920s	Orange	Yes	Listed
Italianate Mixed Use Building, 236-238 South Ashland Avenue	1889	Orange	No	Recommended Eligible
Romanesque Revival Residential Bldg, 1539 West Jackson Boulevard	1889	Orange	Yes	Recommended Eligible, Contributing element within the West Jackson Boulevard Historic District
Romanesque Revival Residential Bldg, 315 South Ashland Avenue	1890s	Orange	No	Recommended Eligible, Contributing element within the West Jackson Boulevard Historic District
Classical Revival Church, 733 South Ashland Avenue	1910s	Orange	No	Recommended Eligible
Gothic Revival Church, 1132 South Ashland Avenue	1880s	Orange	No	Recommended Eligible

Property Description	Date	CHRS	Landmark	NRHP
Renaissance Revival Mixed Use Bldg, 1812 South Ashland Avenue	1890s	Orange	No	Recommended Eligible, Contributing element within the Pilsen Historic District
Industrial Building, 3538 South Ashland Avenue	1910s	Orange	No	Recommended Eligible
Classical Revival Commercial Bldg, 4700 South Ashland Avenue	1910s	Orange	Yes	NRHP Listed
Classical Revival Mixed Use Building, 5043 South Ashland Avenue	1893	Orange	No	Recommended Eligible
Classical Revival School, 1614 West 51 st Street	1924	No	No	Recommended Eligible
Gothic Revival Church, 1624 West 51 st Street	1900s	Orange	No	Recommended Eligible
North Ashland Avenue Bridge, Ashland Avenue crossing of the North Branch Chicago River	1936	No	No	Determined Eligible
Classical Revival Commercial Building, 1534 West 63 rd Street	1900s	Orange	No	Recommended Eligible
Classical Revival Mixed Use Building, 7845 South Ashland Avenue	1920s	Orange	No	Recommended Eligible
Art Deco/ Moderne Mixed Use Bldg, 7912 South Ashland Avenue	1930s	No	No	Recommended Eligible
Art Deco/ Moderne Mixed Use Bldg, 7922 South Ashland Avenue	1931	No	No	Recommended Eligible
Classical Revival Mixed Use Building, 9459 South Ashland Avenue	1880s	No	No	Recommended Eligible

Overview of Known Archaeological Sites

Two previously recorded archaeological sites were identified along the Ashland Avenue corridor.

- Site 11-Ck-350 is a historic site that contains the remaining endpoint of the Illinois and Michigan Canal.
- Site 11-Ck-781 is the Central Manufacturing District. It is part of the first American industrial park, established in 1905.

No archaeological field investigations are expected due to the limited nature of the project and the location within the existing-right-of-way. This project does not include any monitoring or invasive investigations.

Assessment of Effects

Effects for each NRHP listed or eligible resource within the APE were assessed. The assessment of adverse effects has been conducted according to the criteria of adverse effect (36 CFR 800.5). Per regulations from the Advisory Council on Historic Preservation (See **Attachment A**), an Adverse Effect is an “alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register of Historic Places” such that a resource’s location, design, setting, materials, workmanship, feeling, or association is diminished.

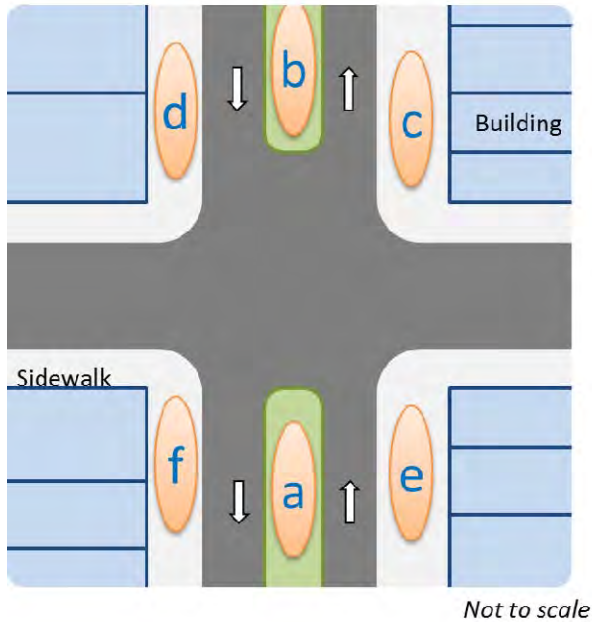
A No Adverse Effect determination is found when the undertaking’s effects do not meet the criteria of the preceding paragraph on adverse effects or the undertaking is modified or conditions are imposed to avoid adverse effects. No Effect is found when there are no historic properties present or there are historic properties present but the undertaking will have no impact on them.

Although median stations are the preferred option and would be constructed at most stations, curbside stations may be provided at a few locations, due to roadway geometrics and/or access considerations to adjacent land uses. Because the exact placement for each station is not known at this time, the effects for six potential configurations at each of the 35 station locations are considered:

- Median station south of the cross street
- Median station north of the cross street
- Curbside station in the northeast quadrant of the intersection
- Curbside station in the northwest quadrant of the intersection
- Curbside station in the southeast quadrant of the intersection
- Curbside station in the southwest quadrant of the intersection

Figure 2 shows the six potential configurations graphically.

Figure 2: Potential Station Locations



Attachment C presents information about each station area that contains NRHP listed or eligible resources. Of the 35 proposed station locations along the corridor, 17 contain historic resources and are included in this report. For each recommended eligible and listed resource, tables in **Attachment C** describe the six possible station configurations and whether or not they result in any adverse effects on nearby historic properties. Figures depicting the APE and identified resources are also provided for each of the 17 stations. Analysis assumes all stations are located along Ashland Avenue, within existing right-of-way and in the immediate vicinity of the identified cross street.

Figures 3 and **4** show conceptual renderings for both a median and curbside station, respectively; these designs formed the basis of the effects analysis. For the median stations that fall outside of historic districts, given their location within the center of the roadway, they are far enough from the resources to not have an adverse effect in either the north or south locations. Median stations that do fall within historic districts would be designed in a context sensitive way as not to create an adverse effect upon the district. For curbside stations that fall within the same quadrant of a historic resource, since the design is similar to existing shelter designs, they would not have an adverse effect upon the resources.

No historic structures would be demolished or relocated for the project. Since a bus route currently exists along the corridor, there would not be new transportation elements introduced that would cause vibratory or noise impacts along the corridor. Based on the station designs, locations, and the characteristics that make each of the resources eligible, there would be no adverse impacts upon the eligible resources or districts. Because of these factors the determination of no adverse effects is recommended. If substantially different design parameters are used during final design,

reassessment and/or additional coordination with the State Historic Preservation Office (SHPO) and other consulting parties may be required.

Figure 3: Typical Median Station Conceptual Design



Figure 4: Typical Curbside Station Conceptual Design



Attachment A

Consultation Primer

Cultural and historic resources are protected by various federal regulations. Most notably, Section 106 of the National Historic Preservation Act requires federal agencies to consider impacts to historic resources from their actions, and to balance preservation needs with the need for the proposed project. The Section 106 process “seeks to accommodate historic preservation concerns with the need of federal undertakings through consultation ... The goal of the consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties” (36 CFR 800.1(a)).

As part of the process, the project team will work through a three-step process with consulting parties to (1) identify historic properties that could be potentially affected by the project; (2) assess project effects on these resources; and (3) develop ways to avoid, minimize, or mitigate adverse effects on historic properties. A variety of organizations are eligible to participate in the consultation process, including the State Historic Preservation Office (SHPO), Tribal Historic Preservation Offices (THPO), local governments, and other organizations/individuals with a demonstrated interest in the project or the affected properties.

Definition of the APE

Prior to historic resource identification efforts, the project team developed the Area of Potential Effects (APE) in consultation with the SHPO. The APE defines the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist. Its boundaries are defined to encompass geographic areas where project effects may occur, independent of the presence of historic properties or districts.

Eligibility Determinations for Aboveground Historic Resources

Cultural historians then conducted research and field visits to identify properties which are listed in or eligible for listing in the National Register of Historic Places (NRHP). The NRHP is the nation’s official list of properties recognized for their significance in American history, architecture, archaeology, engineering, and culture. It is maintained by the National Park Service and includes districts, sites, buildings, structures, and objects. To be eligible for listing in the NRHP, a property must meet at least one of four criteria:

- A. Association with events that have made a significant contribution to broad patterns in history
- B. Association with persons significant to the past
- C. Embodiment of distinctive architectural design or construction characteristics
- D. Potential to yield information important to history or prehistory (e.g. archaeological sites)

In addition, a property must also maintain a degree of integrity; that is, it must retain adequate integrity to convey the characteristics that make it significant. **Table 1** summarizes the seven aspects of integrity, defined in 36 CFR 60, which identifies procedures to evaluate properties for listing on the NRHP.

Table 1: Aspects of Integrity

Integrity	Definition
Location	Location is the place where the historic property was constructed or the place where the historic event occurred.
Design	Design is the combination of elements that create form, plan, space, structure and style of a property.
Setting	Setting is the physical environment of a historic property.
Materials	Materials are the physical elements that were combined or deposited during a particular period of a time and in a particular pattern or configuration to form a historic property.
Workmanship	Workmanship is the physical evidence of the crafts of a particular culture or people during any give period in history or prehistory.
Association	Association is the direct link between an important historic event or person and a historic property.
Feeling	Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Determination of Effects

Once NRHP listed and eligible resources were identified, the project team relied on technical analyses to identify project impacts such as displacements, changes in noise levels, or alterations to the visual environment. Impacts resulting from each alternative were examined to determine whether they would result in an adverse effect on aboveground historic resources.

Per the Advisory Council on Historic Preservation, an adverse effect is an “alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register of Historic Places” such that the property’s location, design, setting, materials, workmanship, feeling, or association is diminished (36 CFR 800.5). This can include direct effects (caused by the action and occurring at the same time and place), indirect effects (reasonably foreseeable effects caused by the action but occurring later in time or farther removed), or cumulative effects (changes considered alongside effects from other projects).

A “No Adverse Effect” determination is found when the project’s effects do not meet the criteria of the preceding paragraph, the undertaking is modified, or conditions are imposed to avoid adverse effects. A “No Effect” determination is found when the project will have no impact on a particular historic resource. A “No Historic Properties Affected” determination is found for the overall project when either there are no historic properties present or there are historic properties present but the project will have no impact on any of them.

Mitigating Adverse Effects

Once the project team has determined which historic resources (if any) are adversely affected by the project, the team will work with consulting parties to identify measures to avoid, minimize, and mitigate these impacts. As needed, commitments will be formalized in a Memorandum of Agreement between the federal agency, local lead agency, SHPO, and other signatories.

Attachment B

Property	Date	CHRS	Nearest Proposed Station Location
Colonial Revival Mixed Use Building 9109 South Ashland Avenue	1920s	Orange	91 st Street
Art Deco/ Moderne Mixed Use Bldg. 7909 South Ashland Avenue	1930s	Orange	79 th Street
Classical Revival Mixed Use Building 7845 South Ashland Avenue	1920s	Orange	79 th Street
Classical Revival Commercial Building 1534 West 63 rd Street	1900s	Orange	63 rd Street
Gothic Revival Church 1624 West 51 st Street	1900s	Orange	51 st Street
Classical Revival Mixed Use Building 5043 South Ashland Avenue	1893	Orange	51 st Street
Classical Revival Commercial Bldg. 4700 South Ashland Avenue	1910s	Orange	47 th Street
Industrial Building 3538 South Ashland Avenue	1910s	Orange	35 th Street
Italianate Mixed Use Building 1724 South Ashland Avenue	1880s	Orange	18 th Street
Colonial Revival Mixed Use Building 1718 South Ashland Avenue	1900s	Orange	18 th Street
Queen Anne Residential Building 1815 South Ashland Avenue	1880s	Orange	18 th Street
Romanesque Revival Mixed Use Bldg. 1820 South Ashland Avenue	1890s	Orange	18 th Street
Renaissance Revival Mixed Use Bldg. 1812 South Ashland Avenue	1890s	Orange	18 th Street
Italianate Mixed Use Building 1804 South Ashland Avenue	1880s	Orange	18 th Street
Gothic Revival Church 1132 South Ashland Avenue	1880s	Orange	Roosevelt
Classical Revival Church 733 South Ashland Avenue	1910s	Orange	Polk
Romanesque Revival Residential Bldg. 315 South Ashland Avenue	1890s	Orange	Jackson
Romanesque Revival Residential Bldg. 1539 West Jackson Boulevard	1889	Orange	Jackson
Italianate Mixed Use Building 234 - 238 South Ashland Avenue	1889	Orange	Jackson
Classical Revival Mixed Use Building 36 South Ashland Avenue	1890s	Orange	Madison
Art Deco/Moderne Hotel 1521 West Warren Boulevard	1920s	Orange	Madison
Art Deco/Moderne Gymnasium 1545 West Lake Street	1900s	Orange	Lake

Property	Date	CHRS	Nearest Proposed Station Location
Queen Anne Train Station Lake Street at Ashland Avenue	1890s	Orange	Lake
Vernacular Commercial Building 238 North Ashland Avenue	1910s	Orange	Lake
Queen Anne Mixed Use Building 1553 West Chicago Avenue	1880s	Orange	Chicago
Art Deco/ Moderne Mixed Use Bldg. 1200 North Ashland Avenue	1920s	Orange	Division
Italianate Mixed Use Building 1184 North Milwaukee Avenue	1880s	Orange	Division
Classical Revival Mixed Use Building 1201 North Milwaukee Avenue	1920s	Orange	Division
Classical Revival Commercial Building 1214 North Ashland Avenue	1900s	Orange	Division
Art Deco/ Moderne Mixed Use Bldg. 1227 North Milwaukee Avenue	1930s	Orange	Division
Italianate Mixed Use Building 1548 West Fullerton Avenue	1890s	Orange	Fullerton
Art Deco/ Moderne Mixed Use Bldg. 3204 North Lincoln Avenue	1920s	Orange	Belmont
Art Deco/ Moderne Mixed Use Bldg. 3225 North Ashland Avenue	1930s	Orange	Belmont
Gothic Revival School 4015 North Ashland Avenue	1893	Orange	Irving Park

Attachment C

Station Area 1: Irving Park

The intersection is a typical urban environment full of activity and characterized by a combination of early 20th century mixed-use, multi-family residences, a school, and modern buildings including a fast food restaurant. The East Ravenswood Historic District begins on the north side of the intersection. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>4015 North Ashland Avenue</u> : Gothic Revival Lakeview High School	1893	Orange	No	Recommended Eligible; Contributing element with the East Ravenswood Historic District
2. <u>East Ravenswood Historic District</u> : a collection of over 1,500 residential, commercial, and industrial buildings roughly bounded by Lawrence Avenue, Clark Street, Irving Park Road, and Ravenswood Avenue	1880-1940	n/a	n/a	Listed

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. 4015 North Ashland Avenue	<ul style="list-style-type: none"> - Median Station north or south of Irving Park Rd - SB Curbside Station north or south of Irving Park Rd - NB Curbside Station south of Irving Park Rd - NB Curbside Station north of Irving Park Rd*
2. East Ravenswood Historic District	<ul style="list-style-type: none"> - Median Station south of Irving Park Rd - SB Curbside Station south of Irving Park Rd - NB Curbside Station south of Irving Park Rd - Curbside or Median Station north of Irving Park Rd**

* Due to design of station being similar in size and scale to existing shelters along the corridor

** Due to a design that fits the historic context and is of similar size and scale to existing shelters along the corridor

Photos:

See Next Page

Station Area 1: Irving Park Cont'd

Photos:

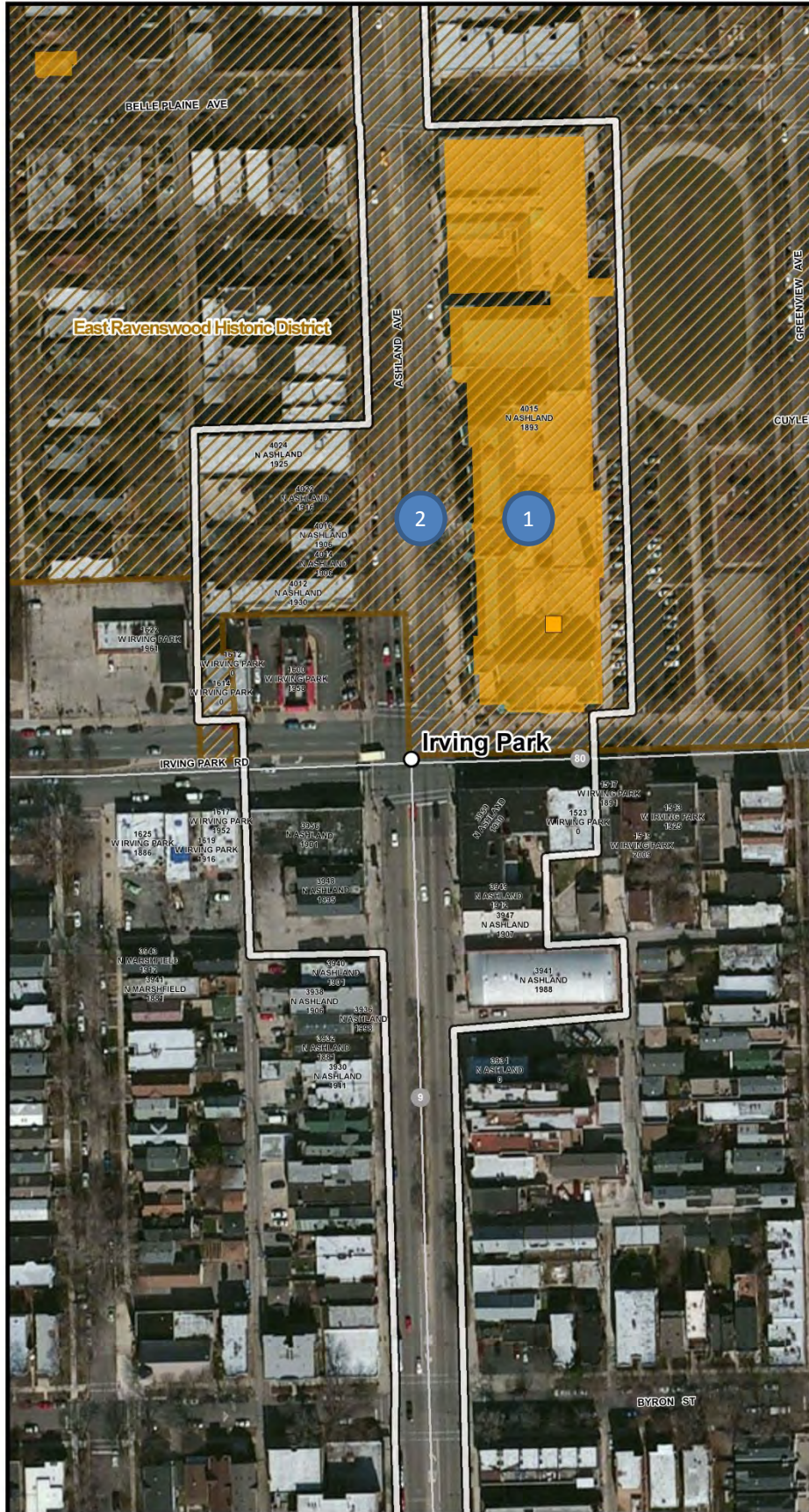


4015 North Ashland Avenue



East Ravenswood Historic District

Station Area 1: Irving Park Cont'd



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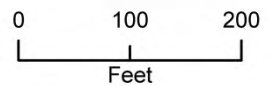
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
- Metra Commuter Rail**
 - Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

Photograph ID

Scale



Station Area 4: Belmont

The intersection is a typical urban environment full of activity and characterized by a combination of late 19th and early 20th century mixed-use, multi-family residential, and modern mixed-use buildings. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>3175 North Lincoln Avenue</u> : Classical Revival Mixed Use Building	1890s	No	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

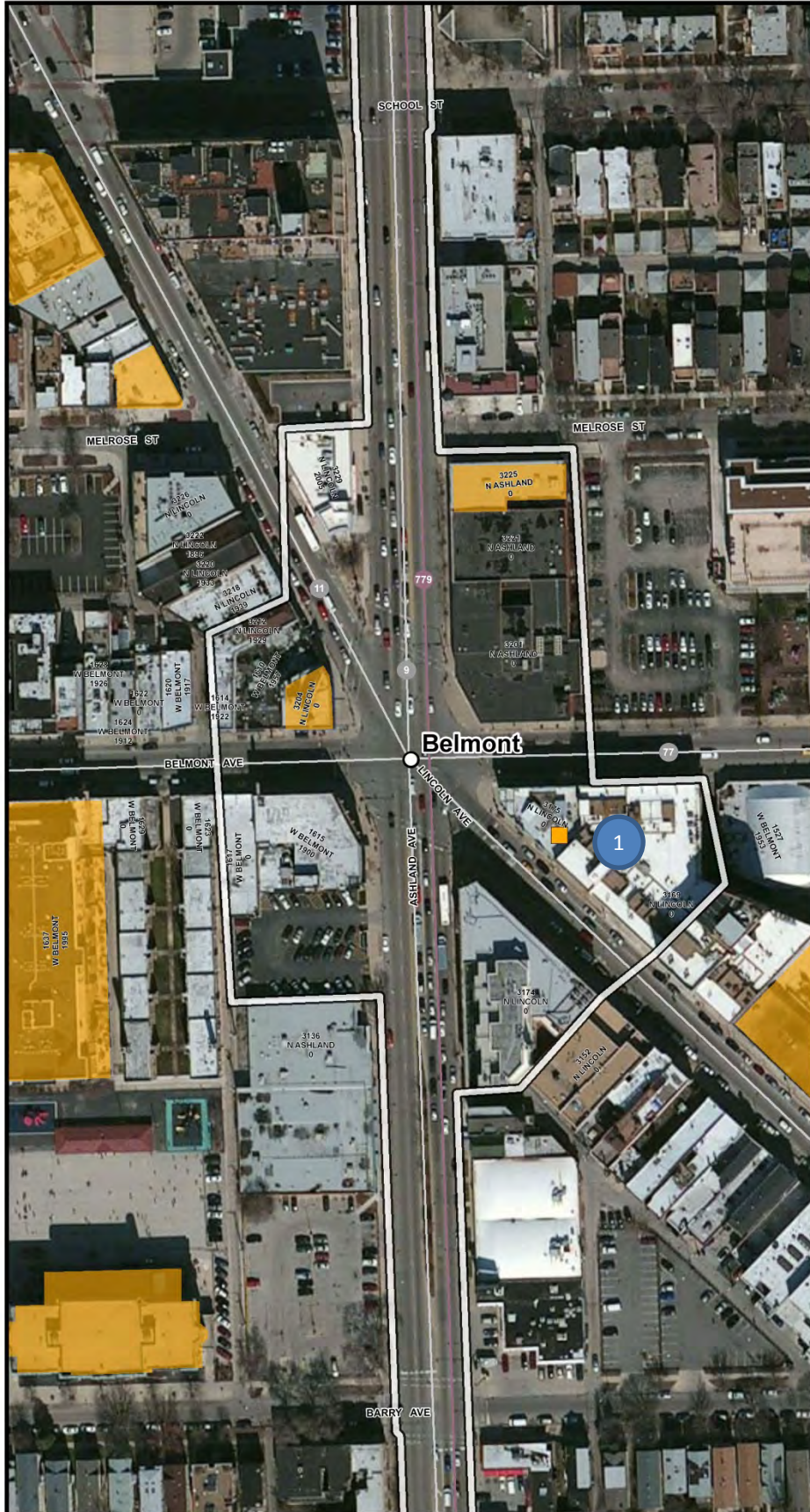
Property	No Adverse Effect
1. 3175 North Lincoln Avenue	<ul style="list-style-type: none"> - Median Station north or south of Belmont Ave - SB Curbside Station north or south of Belmont Ave - NB Curbside Station north or south of Belmont Ave

Photos:



3175 North Lincoln Avenue

Station Area 4: Belmont Cont'd



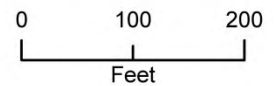
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Legend

- Proposed BRT Station
 - Area of Potential Effect
 - CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
 - Metra Commuter Rail**
 - Metra
 - Recommended Eligible
 - CHRS Orange
 - CHRS Red
 - Chicago Historic District
 - National Register of Historic Places
 - Determined Eligible National Register of Historic Places
- CHRS: Chicago Historic Resources Survey
- Photograph ID

Scale



Station Area 9: Division

The intersection is a typical urban environment full of activity and characterized by a combination of late 19th and early 20th century mixed-use, multi-family residential, and modern mixed-use buildings. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>1543 West Division Street</u> : Classical Revival Mixed Use Building	1920s	No	No	Recommended Eligible
2. <u>1200 North Ashland Avenue</u> : Classical Revival Mixed Use Bldg.	1920s	Orange	Yes	Listed

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. 1543 West Division Street	<ul style="list-style-type: none"> - Median Station north or south of Division St - SB Curbside Station north or south of Division St - NB Curbside Station north or south of Division St
2. 1200 North Ashland Avenue	<ul style="list-style-type: none"> - Median Station north or south of Division St - SB Curbside Station south of Division St - NB Curbside Station north or south of Division St - SB Curbside Station north of Division St*

* Due to design of station being similar in size and scale to existing shelters along the corridor

Photos:

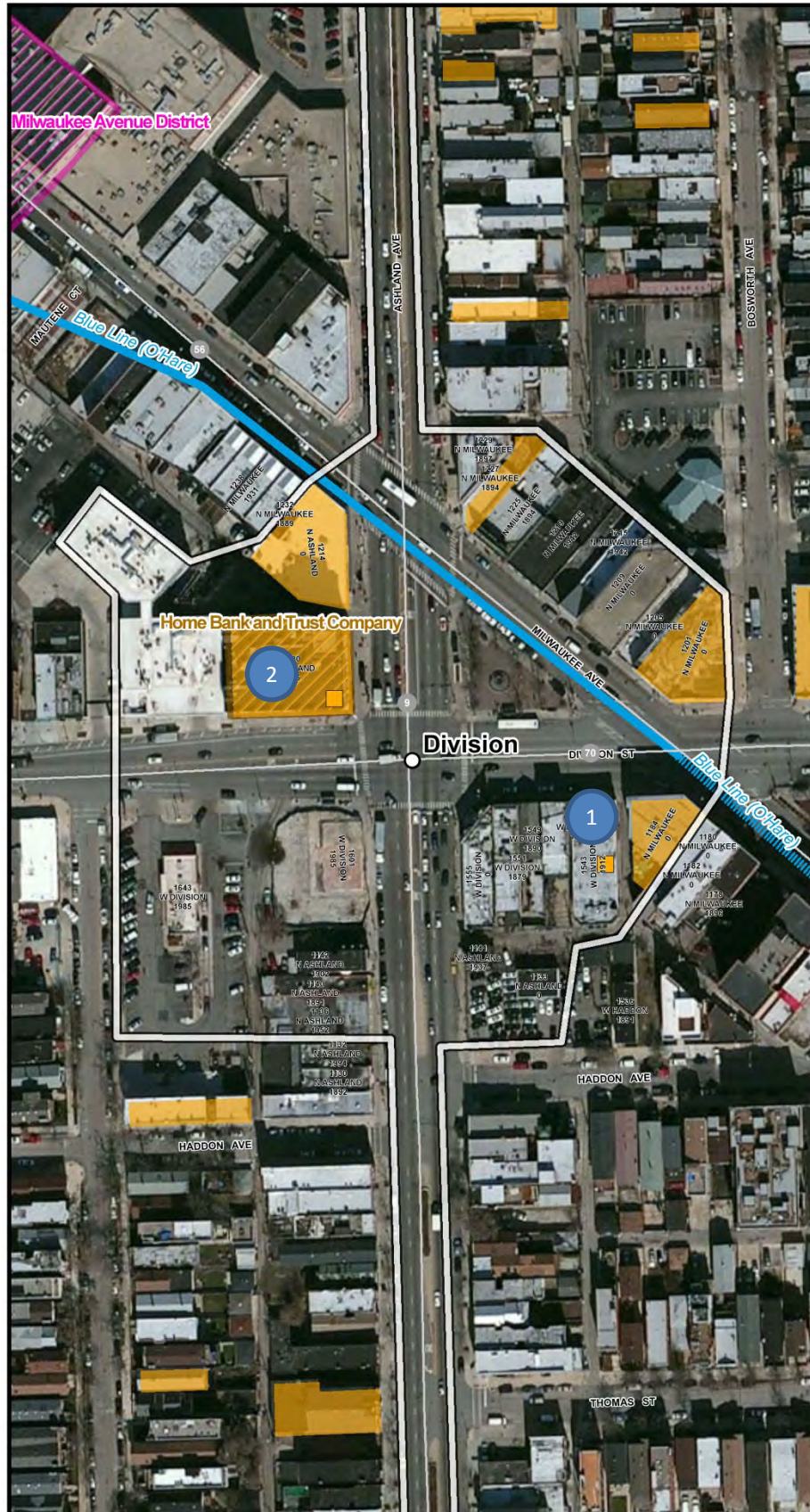


1543 West Division Street



1200 North Ashland Avenue

Station Area 9: Division Cont'd



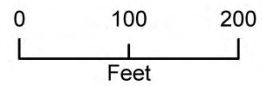
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Legend

- Proposed BRT Station
 - Area of Potential Effect
 - CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
 - Metra Commuter Rail**
 - Metra
 - Recommended Eligible
 - CHRS Orange
 - CHRS Red
 - Chicago Historic District
 - National Register of Historic Places
 - Determined Eligible National Register of Historic Places
- CHRS: Chicago Historic Resources Survey*
- Photograph ID

Scale



Station Area 12: Lake

The intersection is a typical urban environment full of activity and characterized by a combination of early 20th century mixed-use, commercial, and recreational buildings as well as modern buildings. In addition the Lake Street train station is present. The buildings appear to be in good condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>1545 West Lake Street</u> : Art Deco/Moderne Gymnasium	1900s	Orange	No	Recommended Eligible
2. <u>Queen Anne Train Station</u> : Lake Street at Ashland Avenue	1890s	Orange	No	Recommended Eligible
3. <u>238 North Ashland Avenue</u> : Vernacular Commercial Building	1910s	Orange	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. 1545 West Lake Street	- Median Station north or south of Lake St - SB Curbside Station north or south of Lake St - NB Curbside Station north or south of Lake St
2. Queen Anne Train Station	- Median Station north or south of Lake St - SB Curbside Station north or south of Lake St - NB Curbside Station north or south of Lake St
3. 238 North Ashland Avenue	- Median Station north or south of Lake St - SB Curbside Station north or south of Lake St - NB Curbside Station north or south of Lake St

Photos (Cont'd on Next Page):



1

1545 West Lake Street

Station Area 12: Lake Cont'd

Photos Cont'd:



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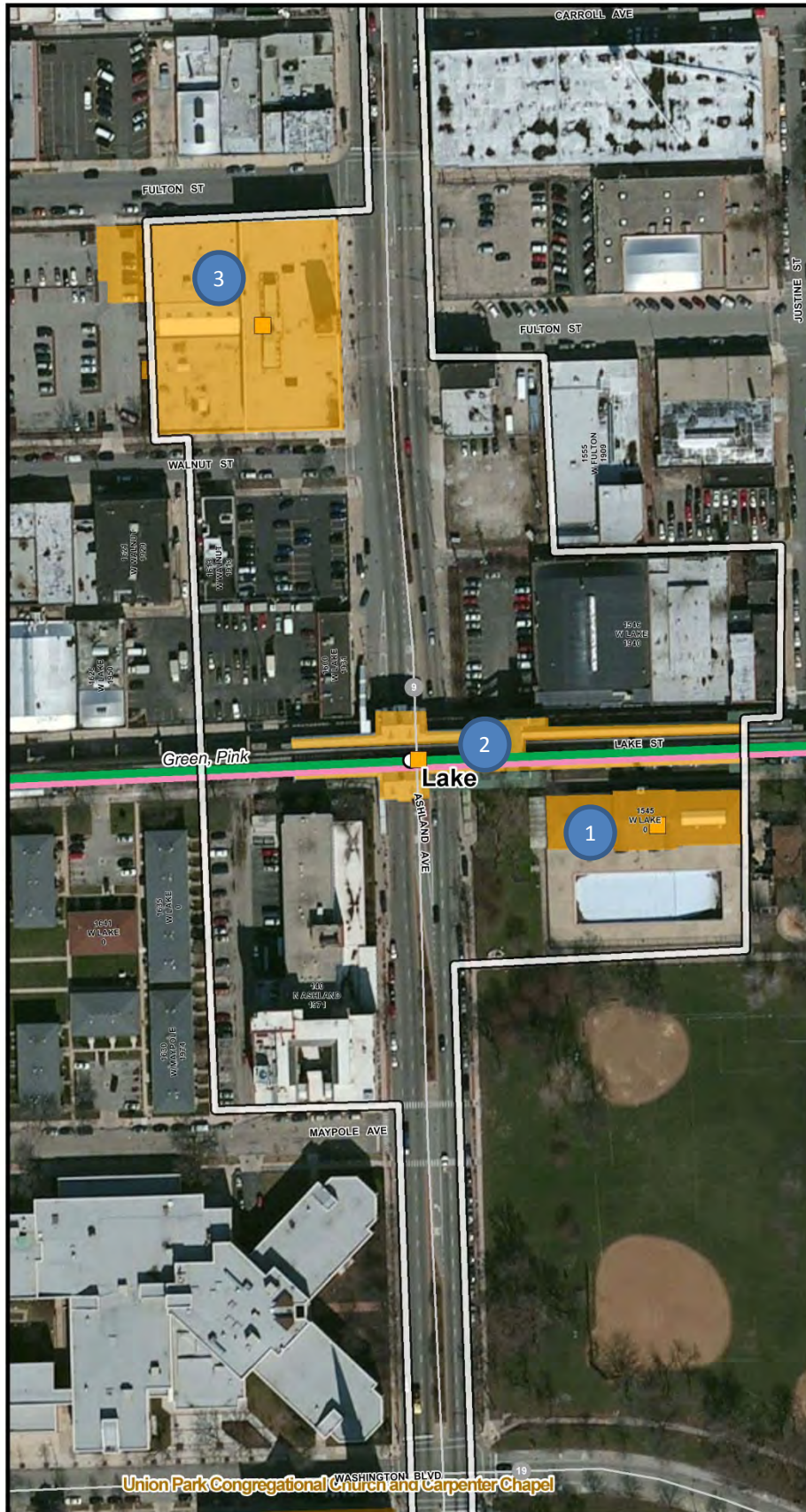
Queen Anne Train Station



3

238 North Ashland Avenue

Station Area 12: Lake Cont'd



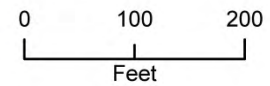
Inset



Legend

- Proposed BRT Station
 - Area of Potential Effect
 - CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
 - Metra Commuter Rail**
 - Metra
 - Recommended Eligible
 - CHRS Orange
 - CHRS Red
 - Chicago Historic District
 - National Register of Historic Places
 - Determined Eligible National Register of Historic Places
- CHRS: Chicago Historic Resources Survey
- Photograph ID

Scale



Station Area 13: Madison

The intersection has experienced a slight downturn in activity and development as it is characterized by a combination of early 20th century mixed-use buildings and modern buildings along with vacant lots. The buildings appear to be in good condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>1521 West Warren Boulevard</u> : Art Deco/Moderne Hotel	1920s	Orange	Yes	Listed

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

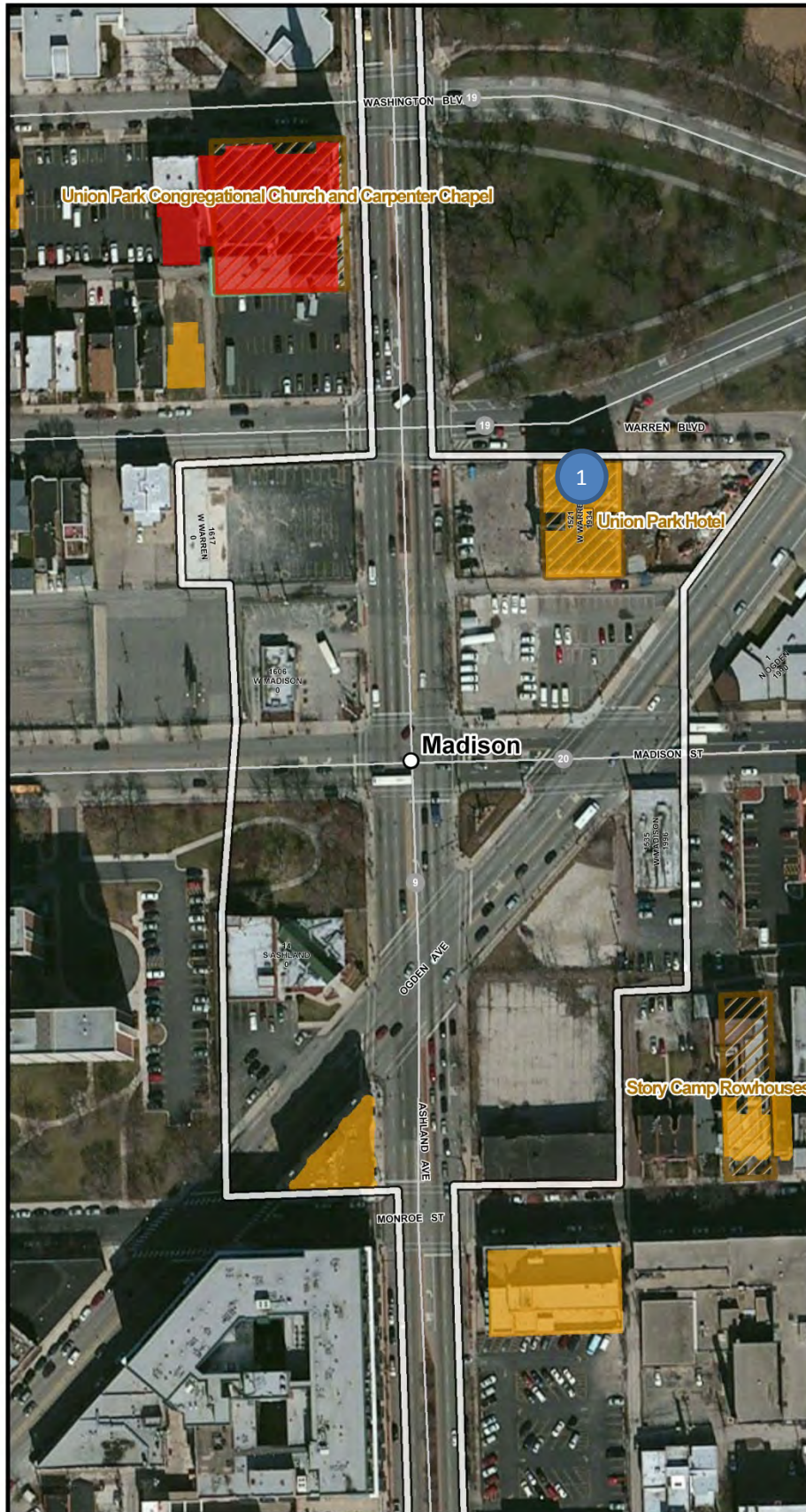
Property	No Adverse Effect
1. 1521 West Warren Boulevard	- Median Station north or south of Madison St - SB Curbside Station north or south of Madison St - NB Curbside Station north or south of Madison St

Photos:



1521 West Warren Boulevard

Station Area 13: Madison Cont'd



Inset



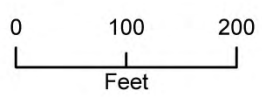
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
- Metra Commuter Rail**
 - Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

- Photograph ID

Scale



Station Area 14: Jackson

The intersection falls within the West Jackson Boulevard Historic District and contains late 19th and early 20th century mixed-use, commercial, and multi-family residences, as well as modern multi-family residences and commercial buildings. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>315 South Ashland Avenue</u> : Romanesque Revival Residential Bldg.	1890s	Orange	No	Recommended Eligible; Contributing element within the West Jackson Boulevard Historic District
2. <u>1539 West Jackson Boulevard</u> : Romanesque Revival Residential Bldg.	1889	Orange	Yes	Recommended Eligible; Contributing element within the West Jackson Boulevard Historic District
3. <u>236-238 South Ashland Avenue</u> : Italianate Mixed Use Building	1889	Orange	No	Recommended Eligible
4. <u>West Jackson Boulevard HD</u> : a collection of 40 buildings on 8.5 acres along Jackson Blvd	1876-1890	n/a	Local District	Listed

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. 315 South Ashland Avenue	- Median Station north or south of Jackson Blvd - SB Curbside Station north or south of Jackson Blvd - NB Curbside Station north of Jackson Blvd - NB Curbside Station south of Jackson Blvd*
2. 1539 West Jackson Boulevard	- Median Station north or south of Jackson Blvd - SB Curbside Station north or south of Jackson Blvd - NB Curbside Station north or south of Jackson Blvd
3. 236-238 South Ashland Avenue	- Median Station north or south of Jackson Blvd - SB Curbside Station north or south of Jackson Blvd - NB Curbside Station north or south of Jackson Blvd
4. West Jackson Boulevard Historic District	- SB Curbside Station north or south of Jackson Blvd -Median Station or NB Curbside Stations**

* Due to design of station being similar in size and scale to existing shelters along the corridor

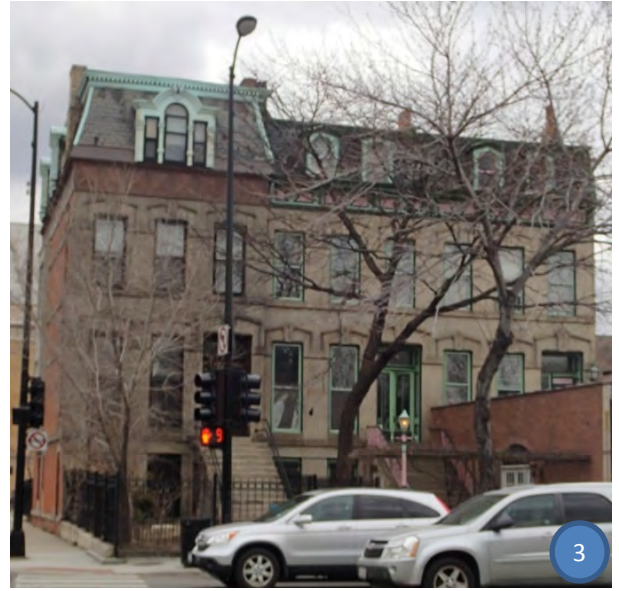
** Due to a design that fits the historic context and is of similar size and scale to existing shelters along the corridor

Station Area 14: Jackson Cont'd

Photos:



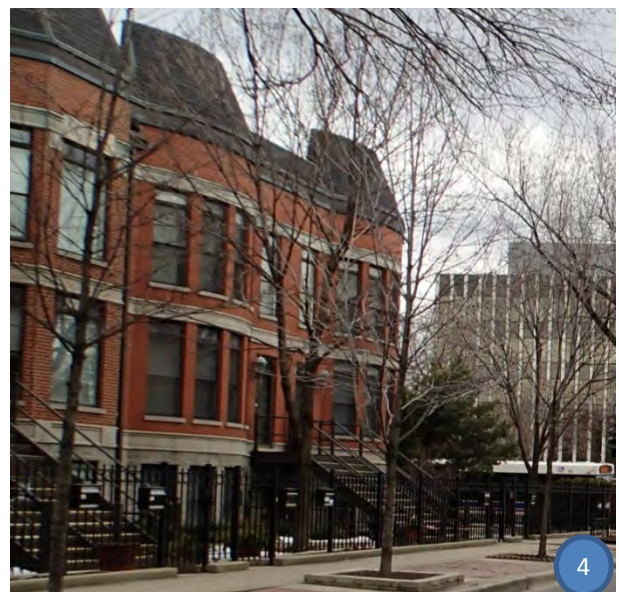
315 South Ashland Avenue



236-238 South Ashland Avenue

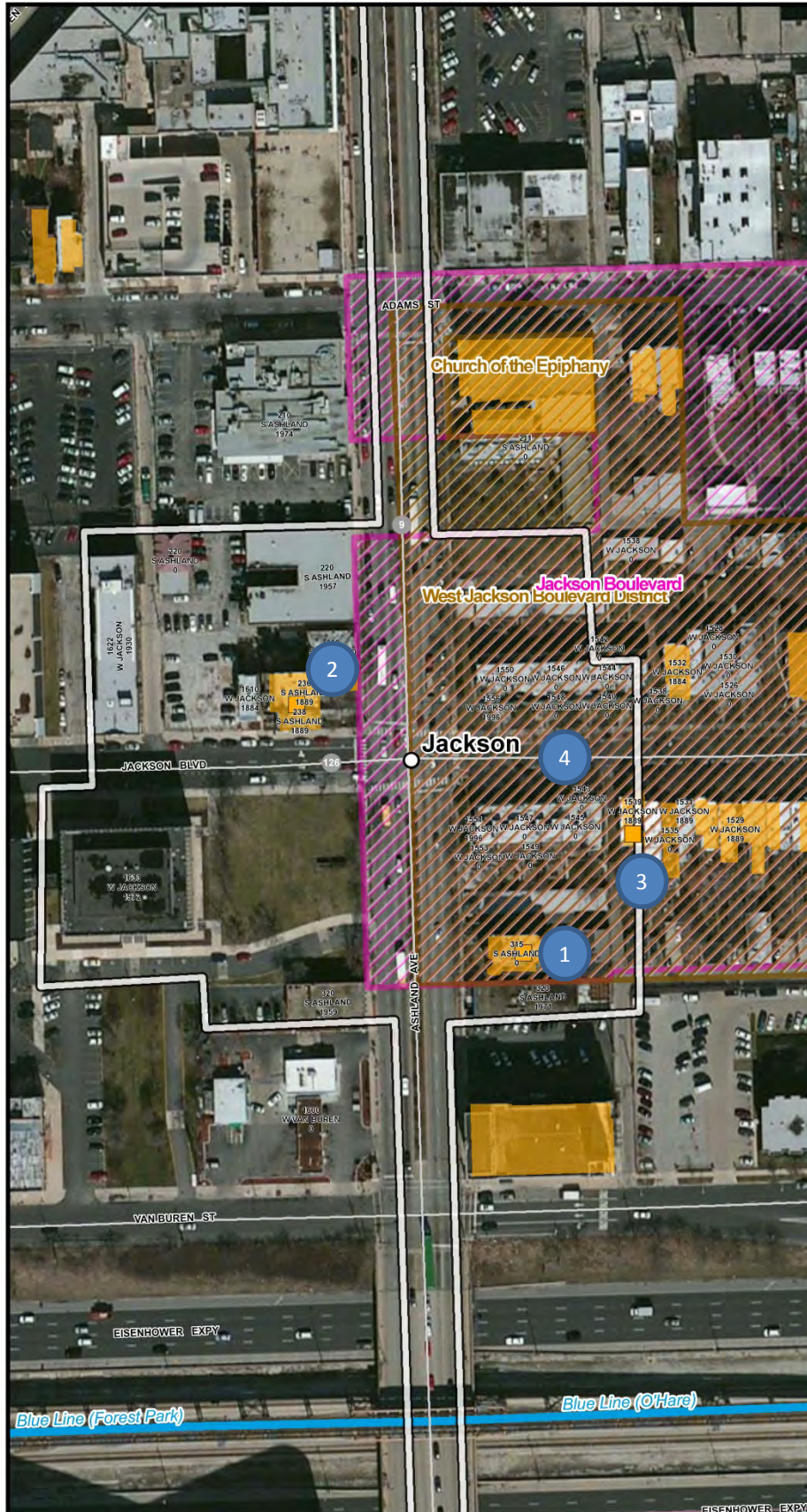


1539 West Jackson Boulevard



West Jackson Historic District

Station Area 14: Jackson Cont'd



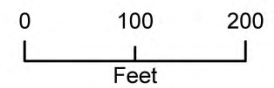
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Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
- CTA Bus Route
- PACE Bus Route
- Metra Commuter Rail**
- Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places
- CHRS: Chicago Historic Resources Survey**
- 1 Photograph ID

Scale



Station Area 16: Polk

The intersection is a typical urban environment full of activity and characterized by a large mid-20th century hospital, modern buildings, and associated parking lots, as well as a religious facility. The buildings appear to be in excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>733 South Ashland Avenue</u> : Classical Revival Church	1910s	Orange	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. 733 South Ashland Avenue	<ul style="list-style-type: none"> - Median Station north or south of Polk St - SB Curbside Station north or south of Polk St - NB Curbside Station south of Polk St - NB Curbside Station north of Polk St*

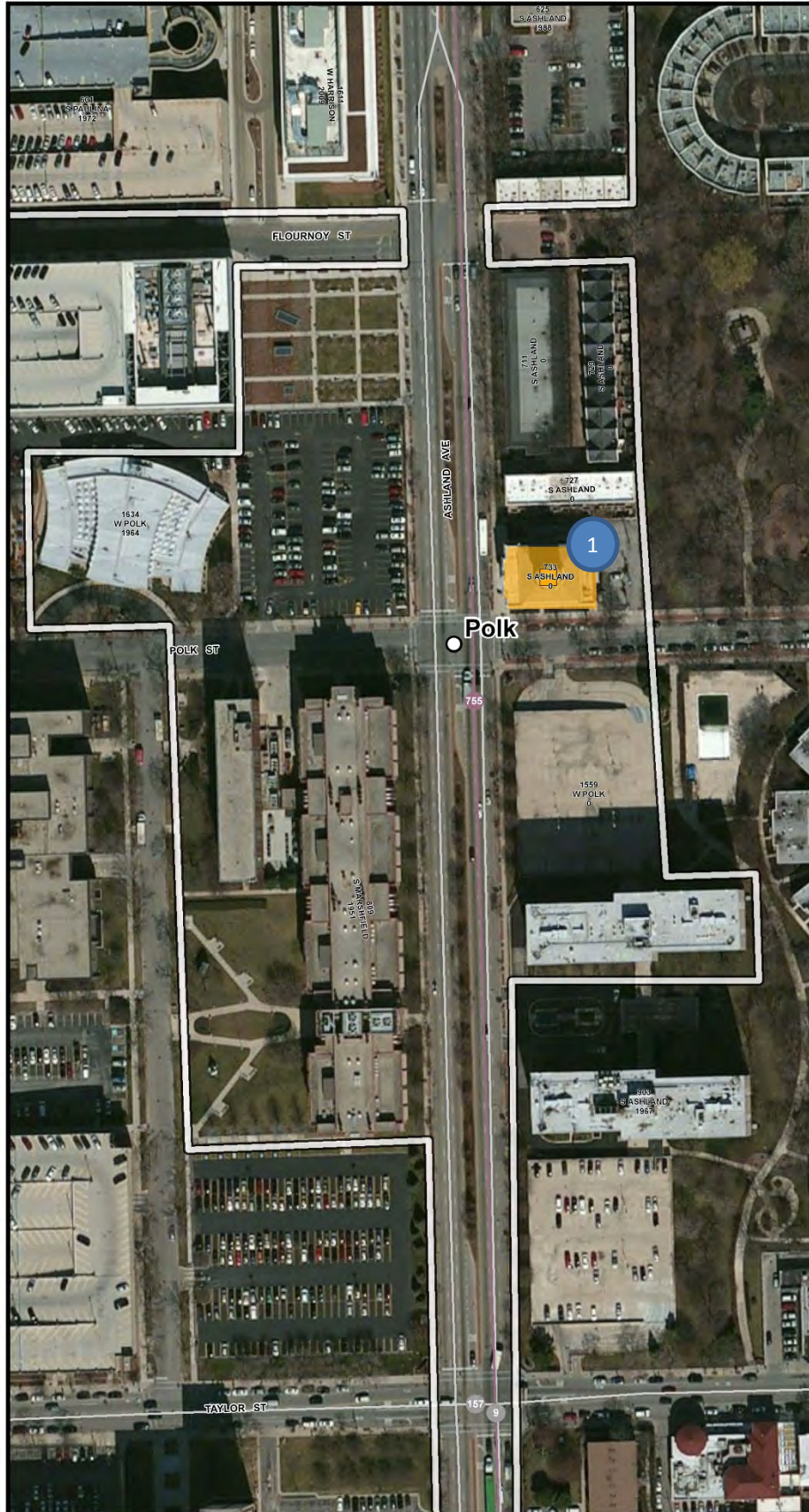
* Due to design of station being similar in size and scale to existing shelters along the corridor

Photos:



733 South Ashland Avenue

Station Area 16: Polk Cont'd



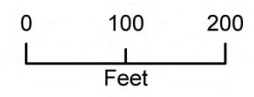
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Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
- CTA Bus Route
- PACE Bus Route
- Metra Commuter Rail**
- Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places
- CHRS: Chicago Historic Resources Survey*
- Photograph ID

Scale



Station Area 17: Roosevelt

The intersection is a typical urban environment full of activity and characterized by a majority of modern mixed-use commercial buildings, including a gas station and apartments. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>1132 South Ashland Avenue</u> : Gothic Revival Church	1880s	Orange	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

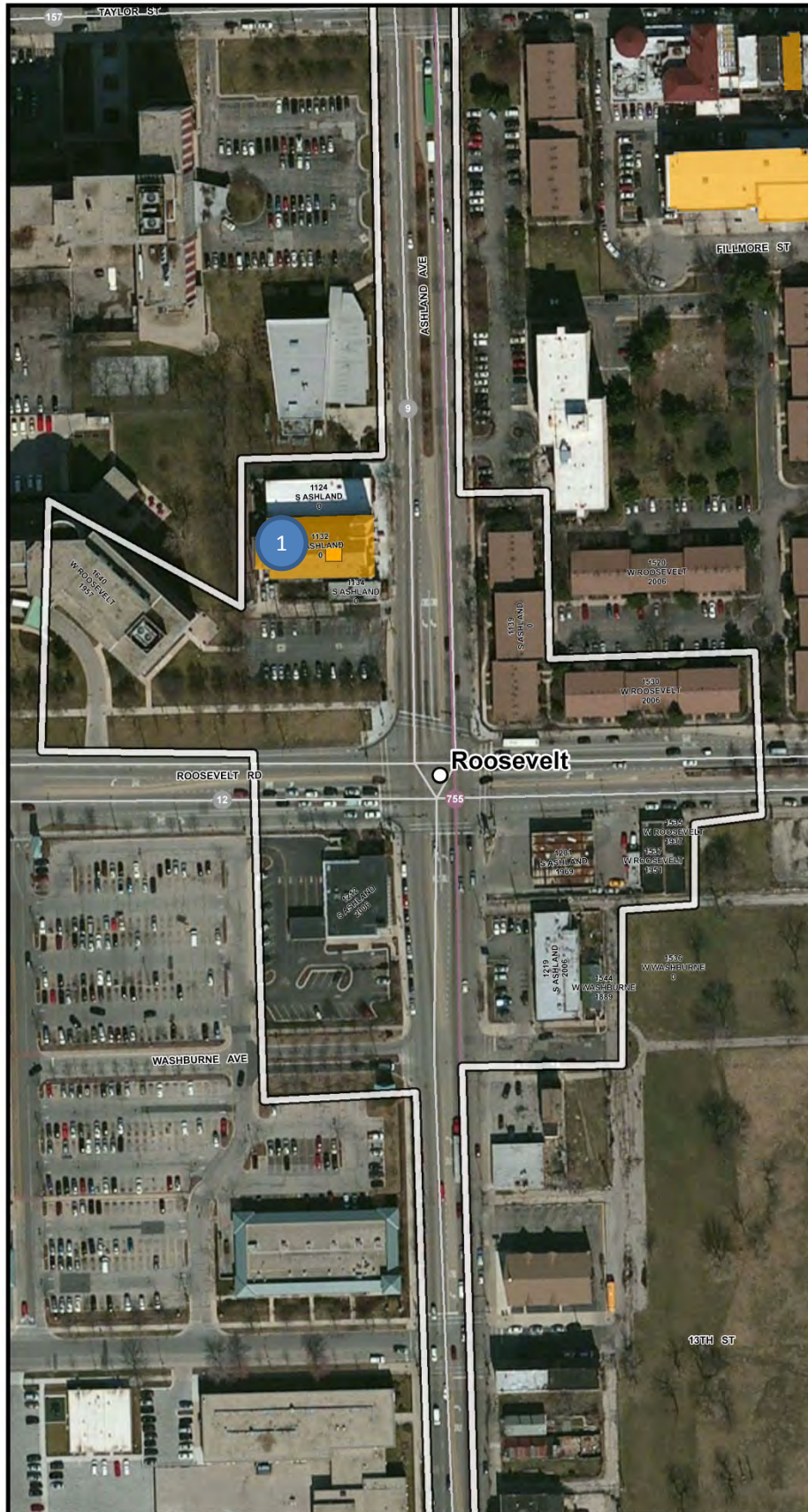
Property	No Adverse Effect
1. 1132 South Ashland Avenue	<ul style="list-style-type: none"> - Median Station north or south of Roosevelt Rd - SB Curbside Station north or south of Roosevelt Rd - NB Curbside Station north or south of Roosevelt Rd

Photos:



1132 South Ashland Avenue

Station Area 17: Roosevelt Cont'd



Inset



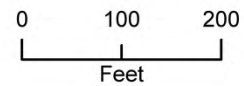
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
- Metra Commuter Rail**
 - Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

- Photograph ID

Scale



Station Area 18: 18th

The intersection falls within the Pilsen Historic District and contains late 19th and early 20th century mixed-use, commercial, and multi-family residences. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>1812 South Ashland Avenue</u> : Renaissance Revival Mixed Use Bldg.	1890s	Orange	No	Recommended Eligible; Contributing element within the Pilsen Historic District
2. <u>Pilsen Historic District</u> : a collection of over 4,400 residential, commercial, and industrial buildings roughly bounded by 16th Street, Cermak Road, Halsted Street, and Western Avenue.	1871-1956	n/a	n/a	Listed

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. 1812 South Ashland Avenue	- Median Station north or south of 18th St - SB Curbside Station north of 18th St - NB Curbside Station north or south of 18th St - SB Curbside Station south of 18th St*
2. Pilsen Historic District	- All six possible Station locations**

* Due to design of station being similar in size and scale to existing shelters along the corridor

** Due to a design that fits the historic context and is of similar size and scale to existing shelters along the corridor

Photos:

See Next Page

Station Area 18: 18th Cont'd

Photos:

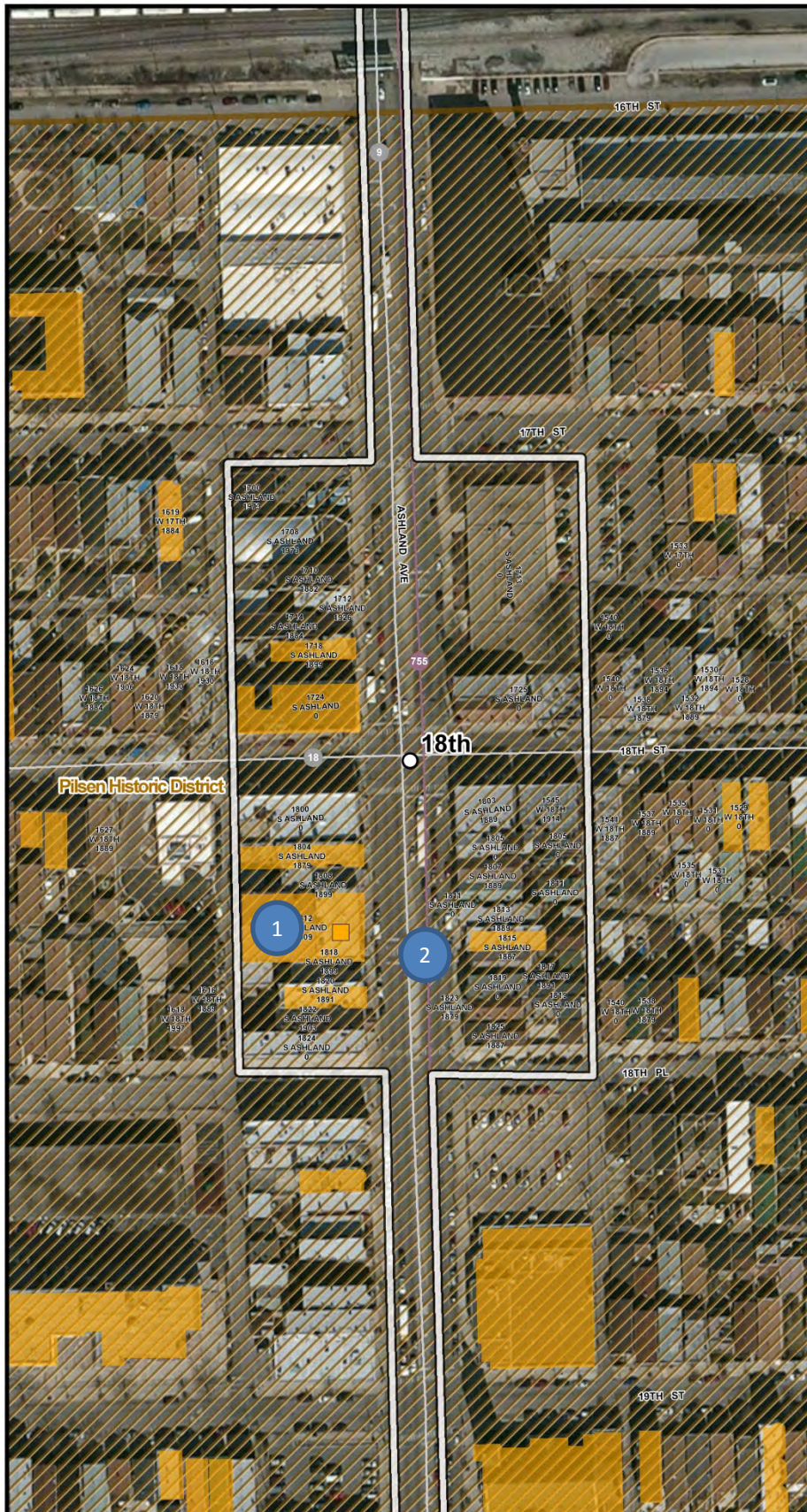


1812 South Ashland Avenue



Pilsen Historic District

Station Area 18: 18th Cont'd



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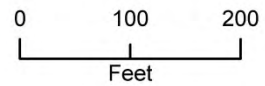
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
- Metra Commuter Rail**
 - Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

- Photograph ID

Scale



Station Area 19: Blue Island

The intersection is a typical urban environment full of activity and characterized by a combination of early 20th century mixed-use, commercial, and modern buildings including a gas station and school. The Pilsen Historic District begins on the north side of the intersection. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>Pilsen Historic District</u> : a collection of over 4,400 residential, commercial, and industrial buildings roughly bounded by 16 th Street, Cermak Road, Halsted Street, and Western Avenue.	1871-1956	n/a	n/a	Listed

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. Pilsen Historic District	<ul style="list-style-type: none"> - Median Station north or south of Cermak Rd - SB Curbside Station north or south of Cermak Rd - NB Curbside Station north or south of Cermak Rd

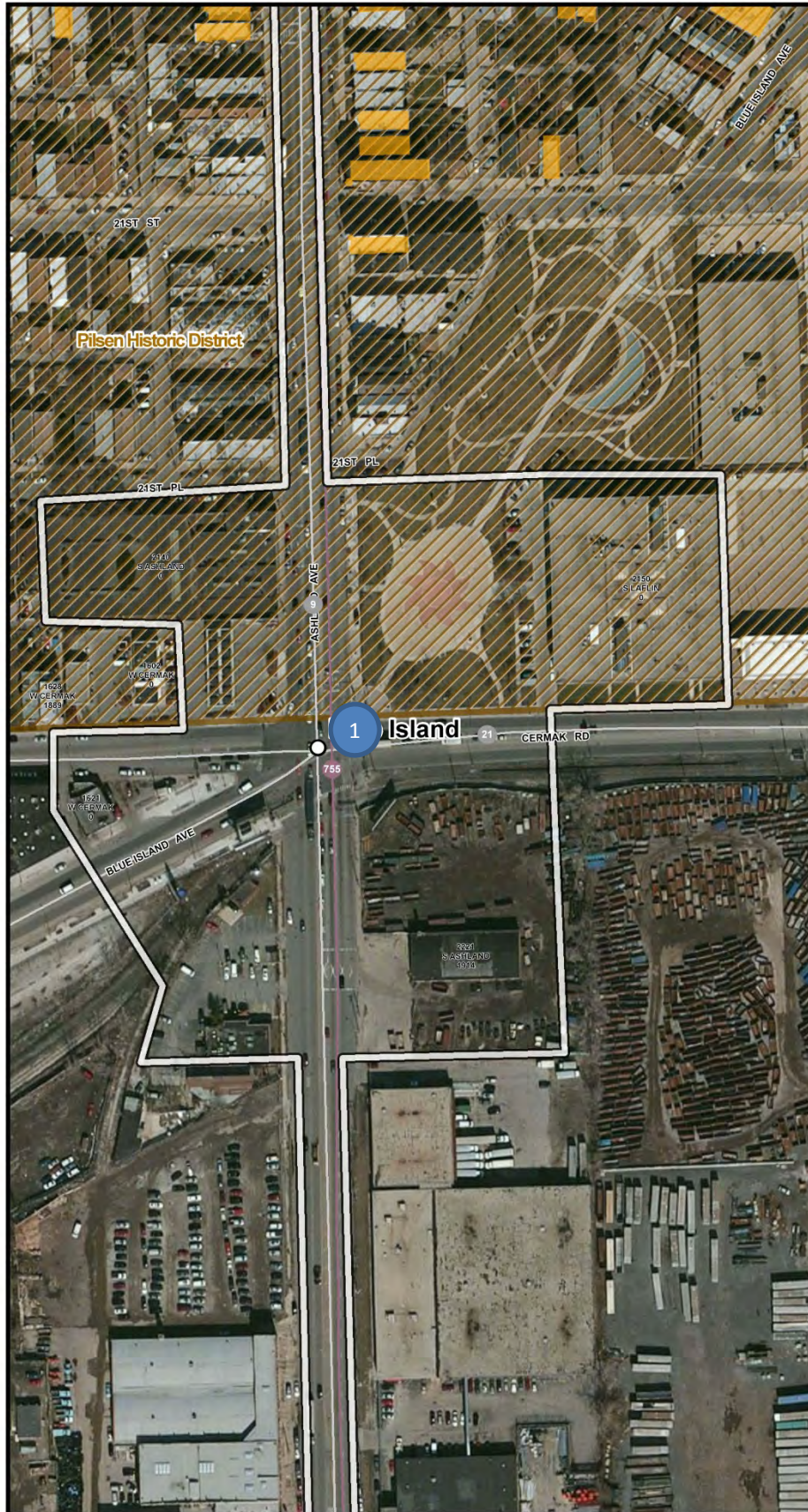
Photos:



1

Pilsen Historic District

Station Area 19: Blue Island Cont'd



Inset



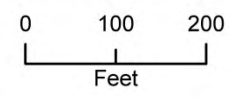
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
- CTA Bus Route
- PACE Bus Route
- Metra Commuter Rail**
- Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

Photograph ID

Scale



Station Area 21: 35th

The intersection is a typical urban environment full of activity and characterized by a combination of early 20th century mixed-use, industrial, and modern buildings including a gas station and retail. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>3538 South Ashland Avenue: Industrial Building</u>	1910s	Orange	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

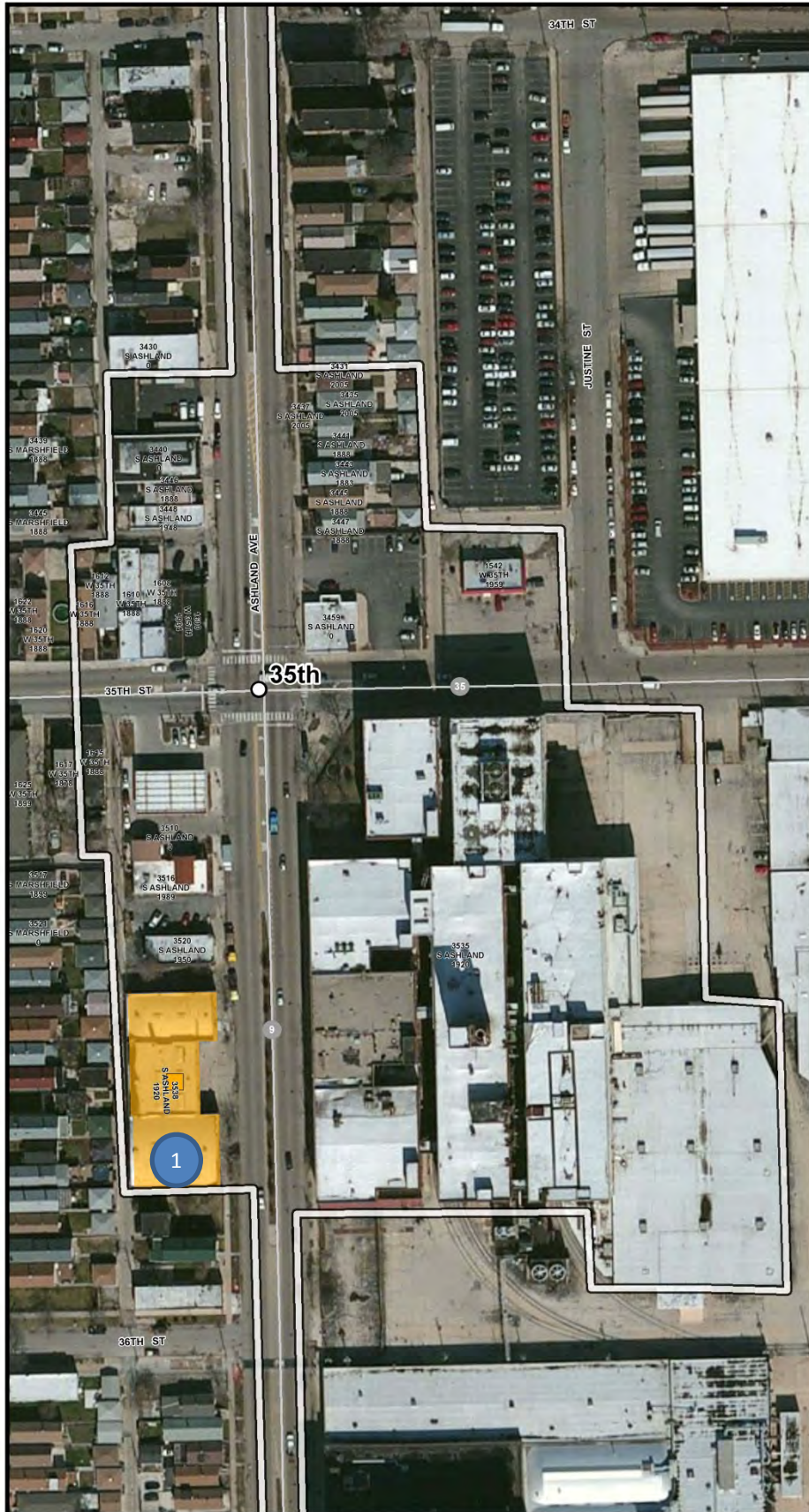
Property	No Adverse Effect
1. 3538 South Ashland Avenue	- Median Station north or south of 35th St - SB Curbside Station north or south of 35th St - NB Curbside Station north or south of 35th St

Photos:



3538 South Ashland Avenue

Station Area 21: 35th Cont'd



Inset



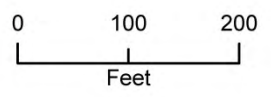
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
- Metra Commuter Rail**
 - Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

Photograph ID

Scale



Station Area 24: 47th

The intersection is a typical urban environment full of activity and characterized by a combination of early 20th century mixed-use/retail and modern buildings. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>4700 South Ashland Avenue</u> : Goldblatt Brothers Department Store	1910s	Orange	Yes	Listed

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

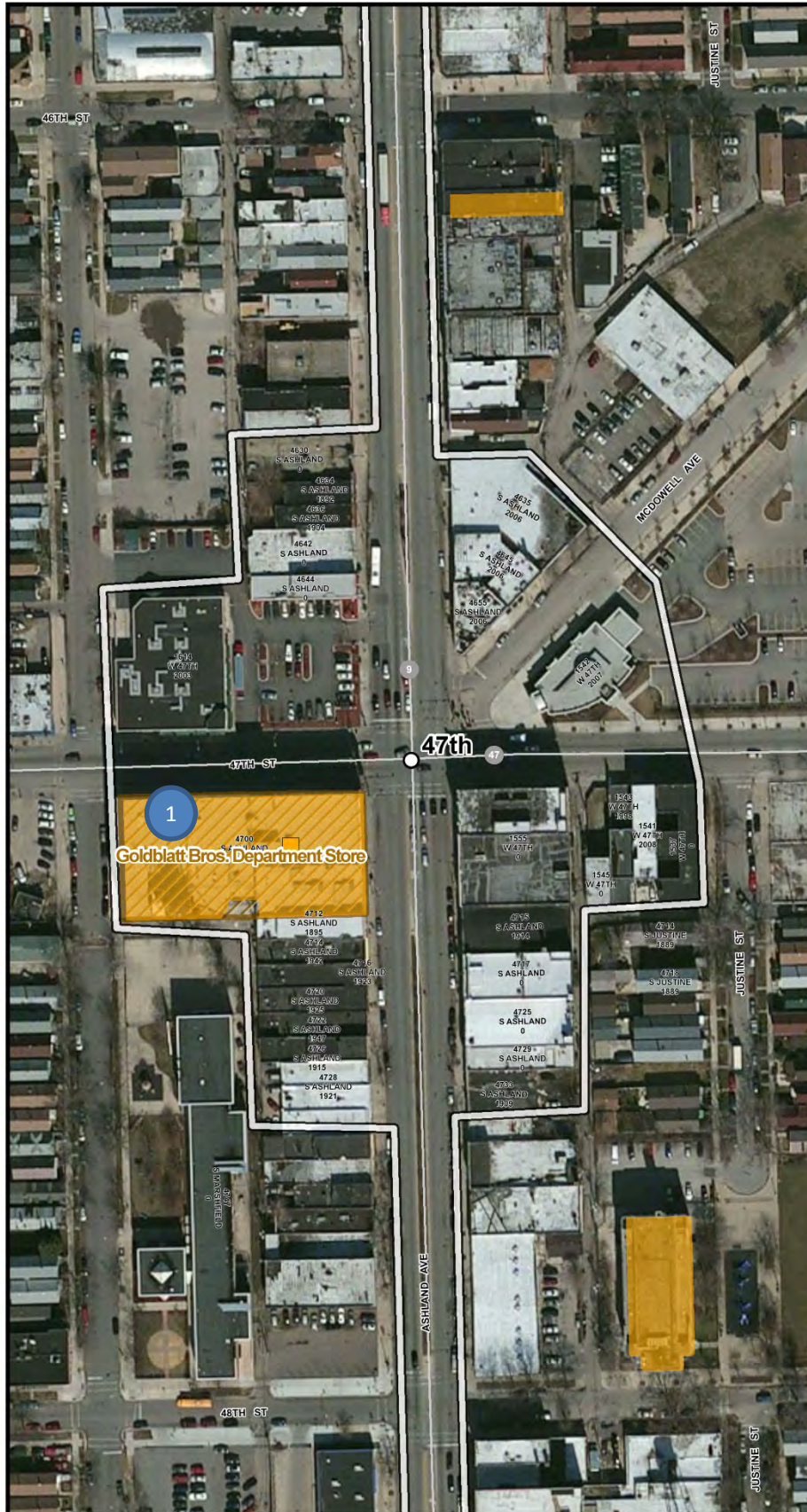
Property	No Adverse Effect
1. 4700 South Ashland Avenue	<ul style="list-style-type: none"> - Median Station north or south of 47th St - SB Curbside Station north of 47th St - NB Curbside Station north or south of 47th St - SB Curbside Station south of 47th St*
* Due to design of station being similar in size and scale to existing shelters along the corridor	

Photos:



4700 South Ashland Avenue

Station Area 24: 47th Cont'd



Inset



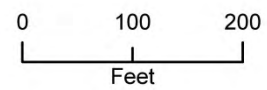
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
- CTA Bus Route
- PACE Bus Route
- Metra Commuter Rail**
- Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

Photograph ID

Scale



Station Area 25: 51st

The intersection has experienced a downturn in activity and development as it is characterized by several vacant lots and a combination of early 20th century mixed-use and modern buildings. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>1624 West 51st Street</u> : Gothic Revival Church	1900s	Orange	No	Recommended Eligible
2. <u>1614 West 51st Street</u> : Classical Revival School	1924	No	No	Recommended Eligible
3. <u>5043 South Ashland Avenue</u> : Classical Revival Mixed Use Building	1893	Orange	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. 1624 West 51st Street	- Median Station north or south of 51st St - SB Curbside Station north or south of 51st St - NB Curbside Station north or south of 51st St
2. 1614 West 51st Street	- Median Station north or south of 51st St - SB Curbside Station north or south of 51st St - NB Curbside Station north or south of 51st St
3. 5043 South Ashland Avenue	- Median Station north or south of 51st St - SB Curbside Station north or south of 51st St - NB Curbside Station north or south of 51st St

Photos (Cont'd on Next Page):



1624 West 51st Street

Station Area 25: 51st Cont'd

Photos Cont'd:



2

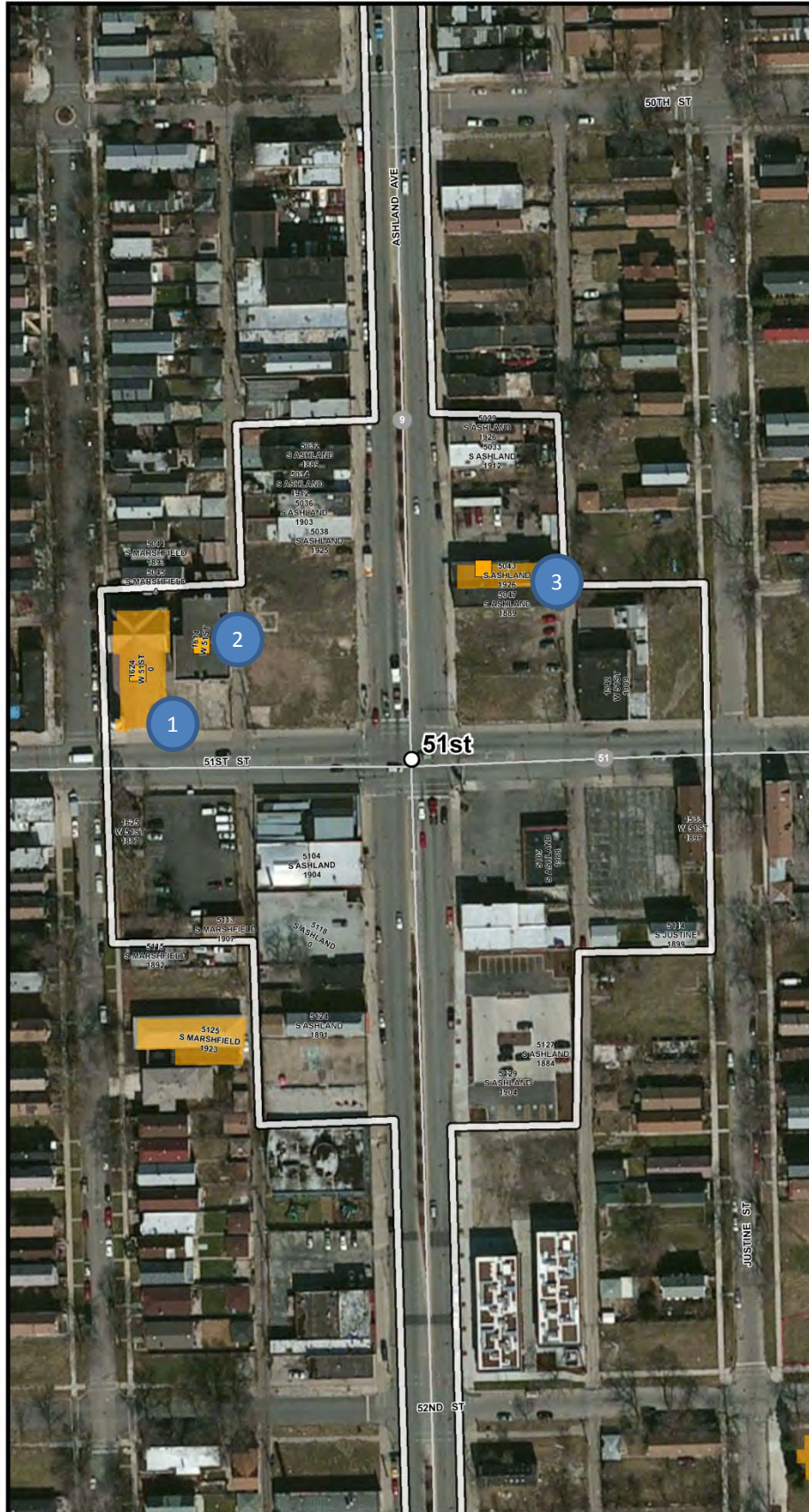
1614 West 51st Street



3

5043 South Ashland Avenue

Station Area 25: 51st Cont'd



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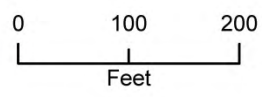
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
- CTA Bus Route
- PACE Bus Route
- Metra Commuter Rail**
- Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

- 1 Photograph ID

Scale



Station Area 26: Garfield

The intersection is a typical urban environment full of activity and characterized by several modern mixed-use and commercial buildings including retail, fast food and a gas station along with late 20th century multi-residential buildings. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>Chicago Park Boulevard System Historic District</u>	1896-1964	n/a	n/a	Determined Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. Chicago Park Boulevard System	-All six possible Station locations**

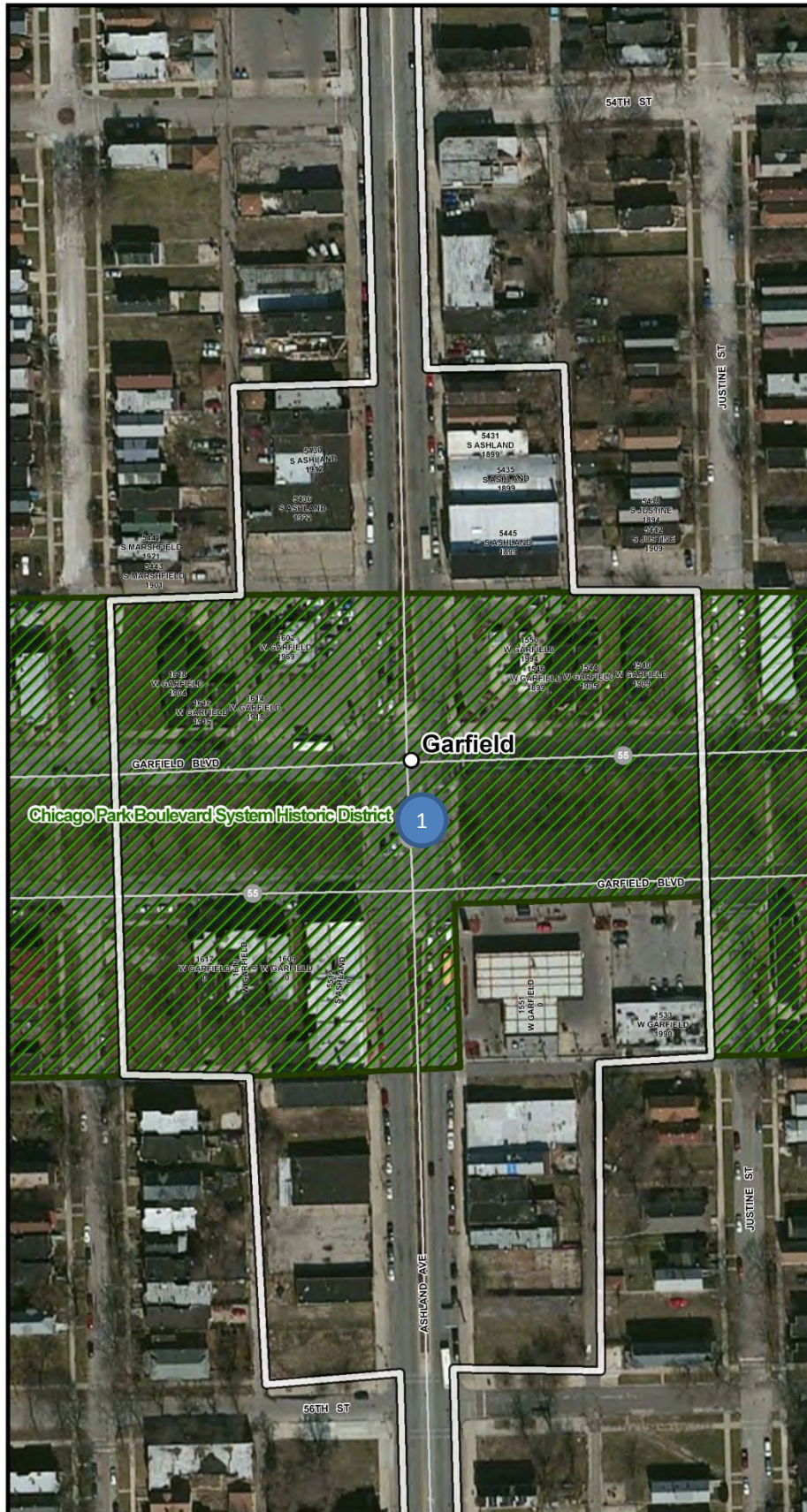
** Due to a design that fits the historic context and is of similar size and scale to existing shelters along the corridor

Photos:



West Garfield & South Ashland Ave

Station Area 26: Garfield Cont'd



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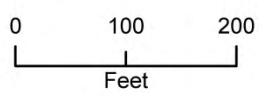
Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
- Metra Commuter Rail**
 - Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

- Photograph ID

Scale



Station Area 28: 63rd

The intersection is a typical urban environment full of activity and characterized by several early 20th century buildings as well as more modern mixed-use buildings. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>1534 West 63rd Street</u> : Classical Revival Commercial Building	1900s	Orange	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

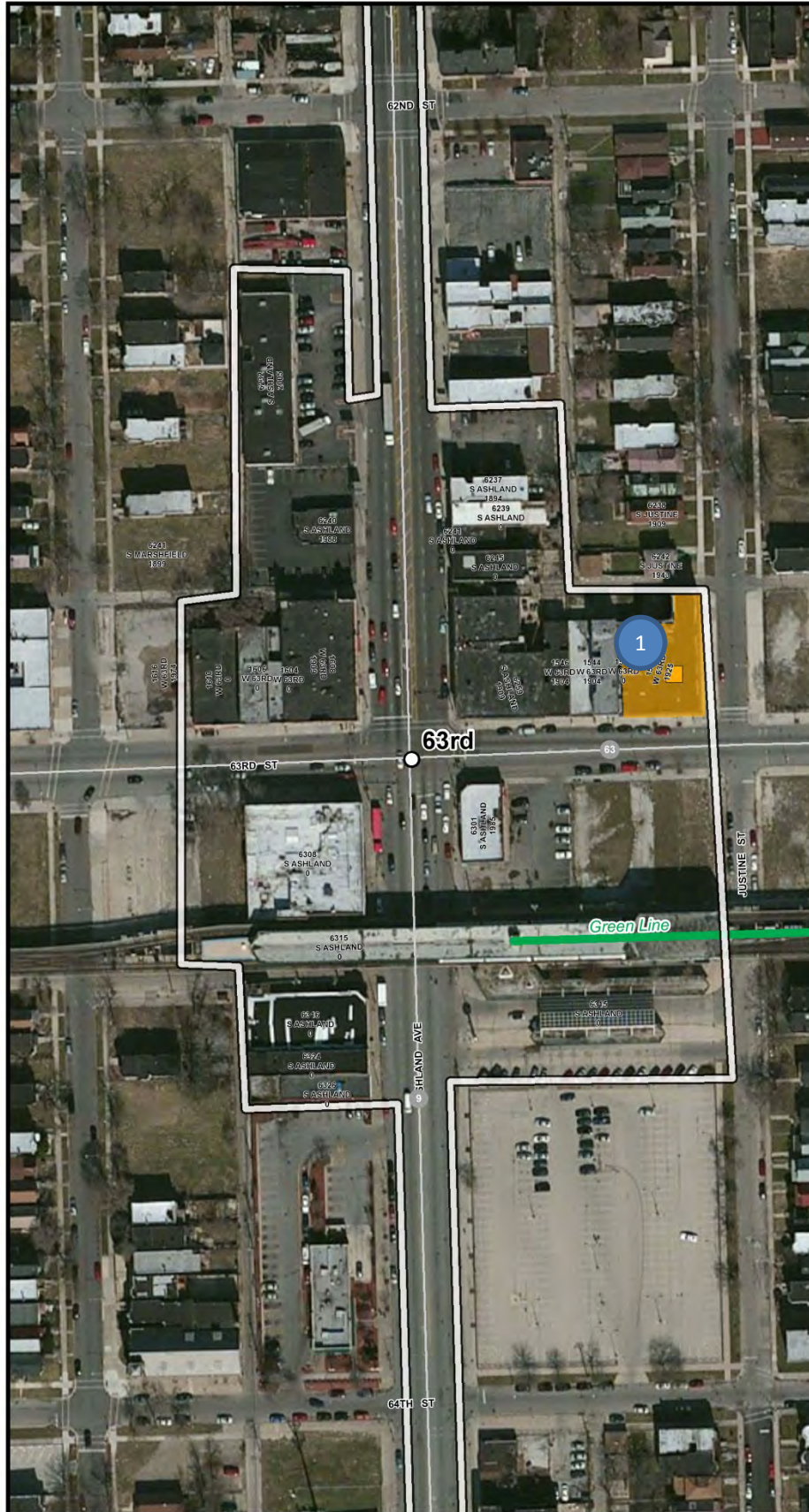
Property	No Adverse Effect
1. 1534 West 63rd Street	<ul style="list-style-type: none"> - Median Station north or south of 63rd St - SB Curbside Station north or south of 63rd St - NB Curbside Station north or south of 63rd St

Photos:



1534 West 63rd Street

Station Area 28: 63rd Cont'd



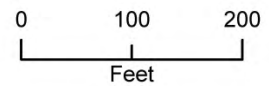
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Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
- CTA Bus Route
- PACE Bus Route
- Metra Commuter Rail**
- Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places
- CHRS: Chicago Historic Resources Survey**
- Photograph ID

Scale



Station Area 31: 79th

The intersection is a typical urban environment full of activity and characterized by modern commercial buildings--a gas station and retail stores--as well as several older mixed-use buildings. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>7922 South Ashland Avenue</u> : Art Deco/Moderne Mixed Use Bldg.	1931	No	No	Recommended Eligible
2. <u>7912 South Ashland Avenue</u> : Art Deco/Moderne Mixed Use Bldg.	1930s	No	No	Recommended Eligible
3. <u>7845 South Ashland Avenue</u> : Classical Revival Mixed Use Building	1920s	Orange	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

Property	No Adverse Effect
1. 7922 South Ashland Avenue	- Median Station north or south of 79th St - SB Curbside Station north or south of 79th St - NB Curbside Station north or south of 79th St
2. 7912 South Ashland Avenue	- Median Station north or south of 79th St - SB Curbside Station north of 79th St - NB Curbside Station north or south of 79th St - SB Curbside Station south of 79th St *
3. 7845 South Ashland Avenue	- Median Station north or south of 79th St - SB Curbside Station north or south of 79th St - NB Curbside Station south of 79th St - NB Curbside Station north of 79th St*
* Due to design of station being similar in size and scale to existing shelters along the corridor	

Photos:

See Next Page

Station Area 31: 79th Cont'd

Photos:



7922 South Ashland Avenue

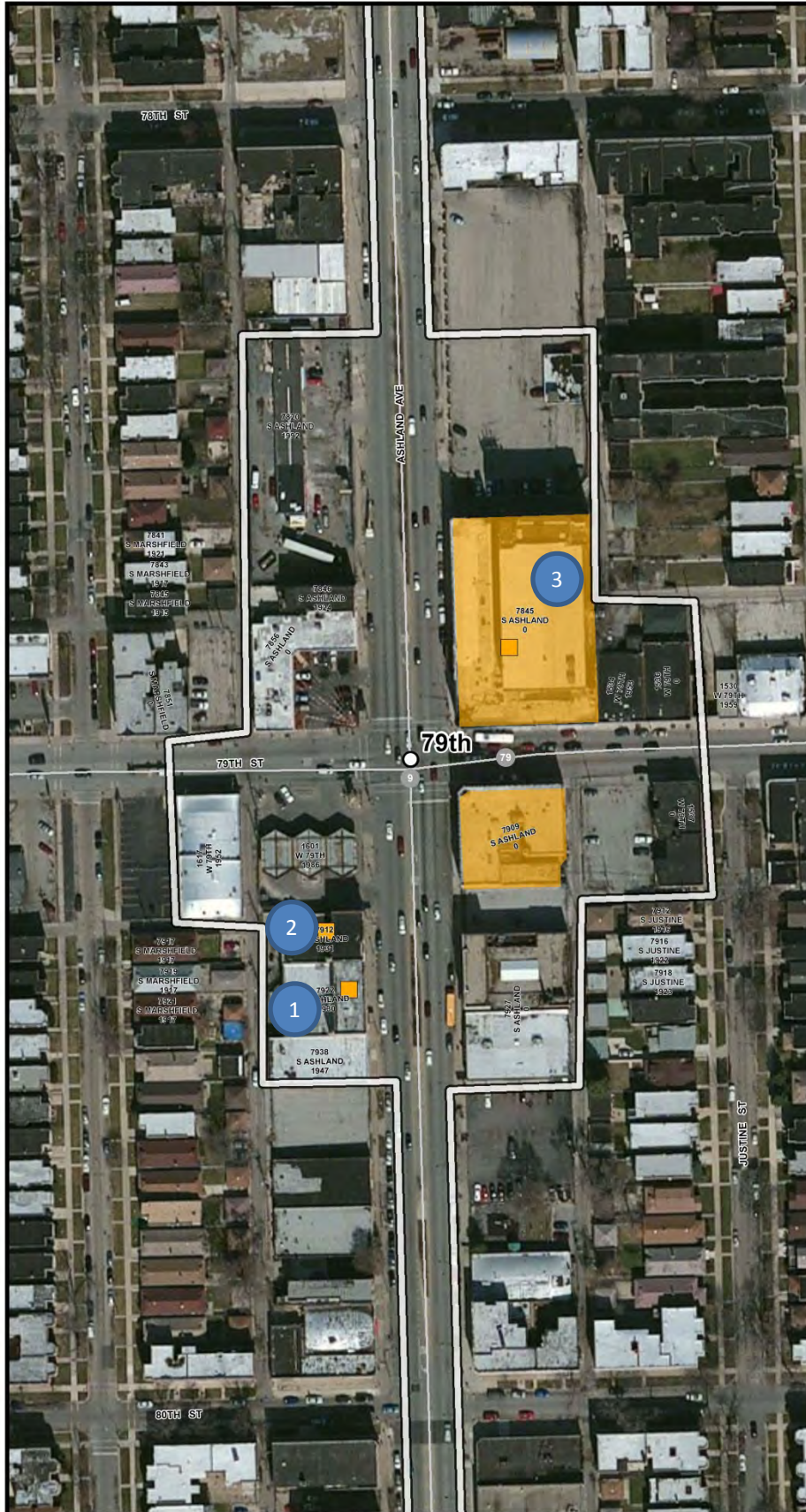


7912 South Ashland Avenue



7845 South Ashland Avenue

Station Area 31: 79th Cont'd



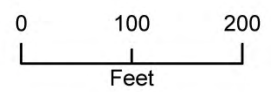
Inset



Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
- Metra Commuter Rail**
 - Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places
- CHRS: Chicago Historic Resources Survey**
 - 1 Photograph ID

Scale



Station Area 35: 95th

The intersection is a typical urban environment full of activity and characterized by modern commercial buildings along its western side including a gas station and fast food restaurant as well as several older mixed-use buildings located on the eastern side of Ashland. The buildings appear to be in good to excellent condition. The following NRHP historic resources were identified within this station area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>9459 South Ashland Avenue</u> : Classical Revival Mixed Use Building	1880s	No	No	Recommended Eligible

Effects Assessment:

For each recommended eligible and listed resource, the table below describes the 6 possible station configurations and whether or not they result in any adverse effects on nearby historic properties.

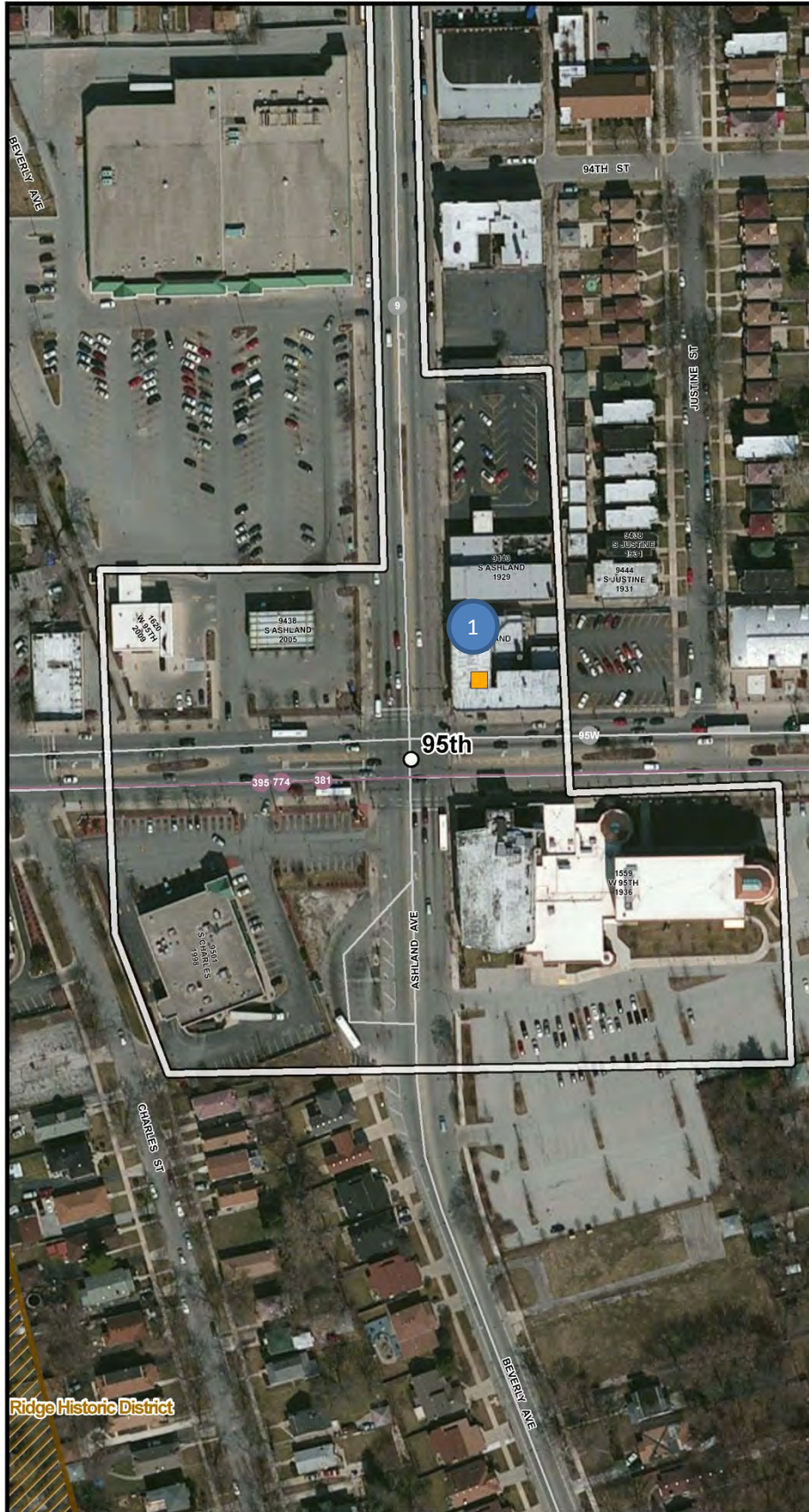
Property	No Adverse Effect
1. 9459 South Ashland Avenue	<ul style="list-style-type: none"> - Median Station north or south of 95th St - SB Curbside Station north or south of 95th St - NB Curbside Station south of 95th St - NB Curbside Station north of 95th St*
* Due to design of station being similar in size and scale to existing shelters along the corridor	

Photos:



9459 South Ashland Avenue

Station Area 35: 95th Cont'd



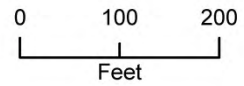
Inset



Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
- CTA Bus Route
- PACE Bus Route
- Metra Commuter Rail**
- Metra
- Recommended Eligible
- CHRS Orange
- CHRS Red
- Chicago Historic District
- National Register of Historic Places
- Determined Eligible National Register of Historic Places
- CHRS: Chicago Historic Resources Survey**
- Photograph ID

Scale



Between Station Area: North Ashland Avenue

The location is a typical urban environment full of activity and characterized by modern commercial buildings as well as parking lots and industrial areas. The following NRHP historic resources were identified within this area:

Property / Description	Date	CHRS	Landmark	NRHP
1. <u>North Ashland Avenue Bridge: Art Deco</u>	1936	No	No	Recommended Eligible

Effects Assessment:

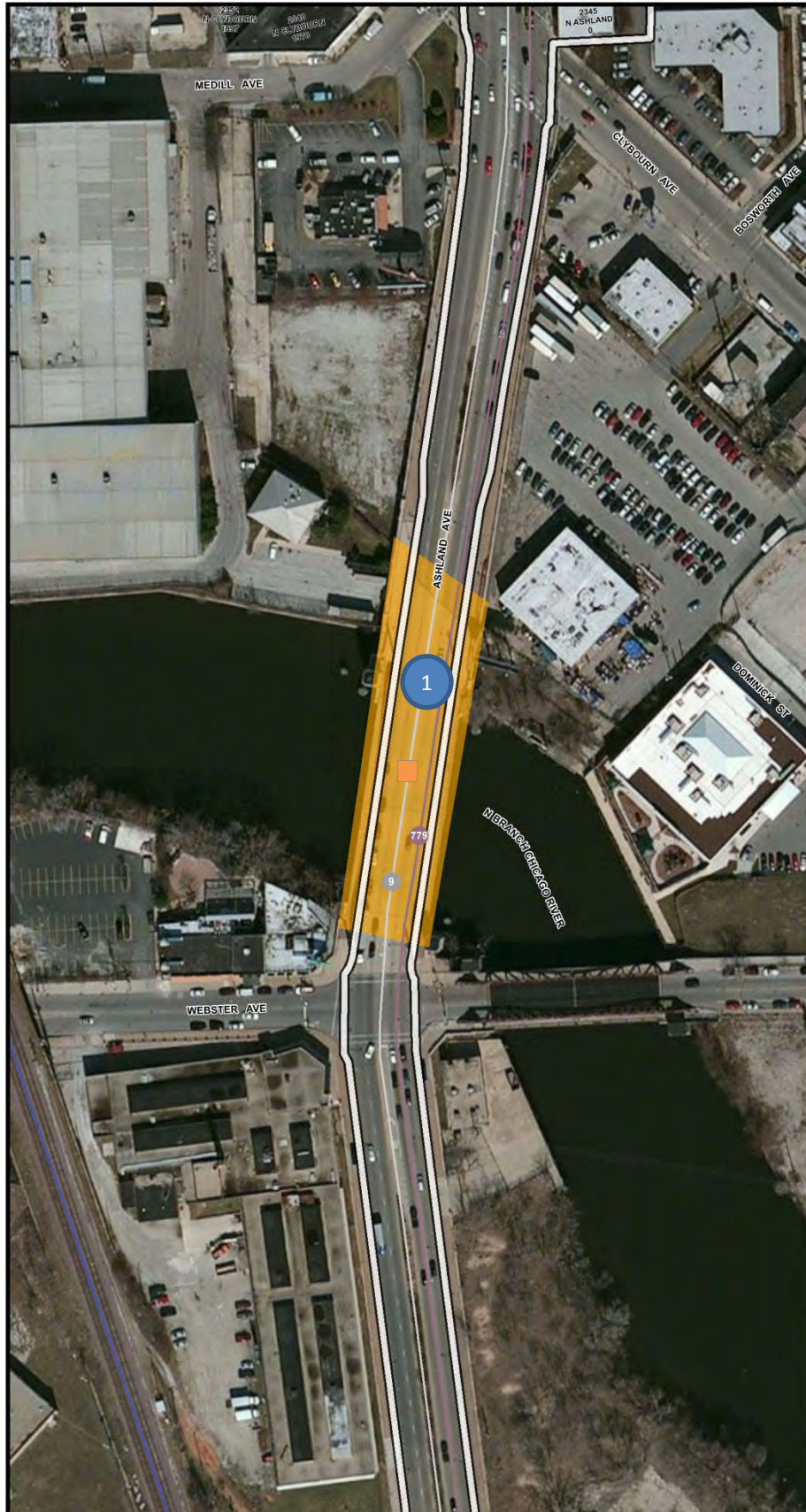
For each recommended eligible and listed resource; potential effects were examined to see if they would occur based on the proposed project . As no station is proposed in this location and project activities would be limited to the milling of pavement, re-paving, re-striping, median improvements, and spot landscaping improvements, there would ne no adverse effect on this resource.

Photos:



North Ashland Avenue Bridge

Between Station Area: North Ashland Avenue



Inset



Legend

- Proposed BRT Station
- Area of Potential Effect
- CTA and Pace Bus Routes**
 - CTA Bus Route
 - PACE Bus Route
- Metra Commuter Rail**
 - Metra
- CHRS: Chicago Historic Resources Survey**
 - Recommended Eligible
 - CHRS Orange
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 - Chicago Historic District
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 - Determined Eligible National Register of Historic Places

CHRS: Chicago Historic Resources Survey

Photograph ID

Scale

