
Subject: FW: CTA - RPM Section 106 process

From: Hussey-Arntson, Kathy [<mailto:husseyk@wilmette.com>]

Sent: Wednesday, January 16, 2013 10:42 AM

To: Hands, Steve

Subject: RE: CTA - RPM Section 106 process

Hi Steve,

My apologies for not responding earlier to your invitation to participate in the CTA section 106 process. I just spoke with John Adler about the project, and he reassured me that this particular project was not going to alter the Wilmette right-of-way or the 1913 Wilmette station. Because we are short-staffed at the museum right now, I will not be able to participate in the process. However, if you think that at any point you would like my input, please do not hesitate to contact me.

Thanks for the invitation.

Regards,
Kathy

Kathy Hussey-Arntson
Director
Wilmette Historical Museum
609 Ridge Road
Wilmette, Illinois 60091
(847) 853-7666
www.wilmettehistory.org

From: Hands, Steve [<mailto:SHands@transitchicago.com>]

Sent: Wednesday, January 16, 2013 8:57 AM

To: adlerjohn@wilmette.com

Cc: Hussey-Arntson, Kathy; Lisa DiChiera (DiChieraL@lpci.org); Fabisch, Erika

Subject: RE: CTA - RPM Section 106 process

John,

Attached is the email concluding the eligibility phase of the CTA RPM Section 106 process. I wanted to keep you informed, even though I have still not received a formal response from Wilmette as to whether you will participate in the section 106 process. Please let me know if Wilmette will be a Section 106 consulting party on this project. We expect our next meeting to take place in the spring on potential effects findings.

Best,
Steve

Steve Hands
Chicago Transit Authority
Project Manager - Strategic Planning and Policy
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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From: Hands, Steve
Sent: Monday, November 19, 2012 3:40 PM
To: 'adlerjohn@wilmette.com'
Cc: husseyk@wilmette.com; Lisa DiChiera (DiChieraL@lpci.org); Fabisch, Erika
Subject: CTA - RPM Section 106 process

John,

Thank you for the call. Attached are the following materials:

- Original Section 106 Consulting Party invite letter
- RPM APE map with Districts
- Kick-off Meeting Presentation
- Kick-off Meeting Summary
- Eligibility Meeting Presentation
- Eligibility Meeting Summary (draft)

Please let me know if Wilmette would like to be a consulting party for the RPM project in the future as we determine the effects on properties. Also, please let me know if you require the full eligibility recommendation CD.

Best,
Steve

Steve Hands
Chicago Transit Authority
Project Manager - Strategic Planning and Policy
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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MEETING NOTES

RE: Section 106 Kick-off Meeting
Red Purple Modernization EIS

DATE: September 6, 2012

LOCATION: Conference Call/Webinar

TO: Distribution and All Attendees

ATTENDEES:

Name	Organization
Steve Hands	CTA
Reggie Arkell	FTA
Joe Ossi	FTA
Anne Haaker	IHPA (SHPO)
Russell Lewis	Chicago History Museum
Tim Jefferies	Friends of the Park
Helene Kornblatt	CWC Transit Group
John Mettille	CWC Transit Group
Rebecca Thompson	CWC Transit Group
Robert Ball	CWC Transit Group

PREPARED BY: Rebecca Thompson

ISSUE DATE: September 6, 2012

Meeting called to order at 1:30 pm CT

Objective: Red Purple Modernization Kickoff Meeting for Section 106 Consultation

<i>Item No.</i>	<i>Item Description</i>	<i>Responsibility</i>	<i>Due Date</i>
1	Welcome/Intro Steve welcomed attendees and callers introduced themselves.		
2	Overview of Section 106 Process John Mettille provided an overview of the four-step Section 106 process. Reggie Arkell explained that FTA is overseeing the consultation process, working in conjunction with CTA. Invitations were sent to tribes and other groups in late July. FTA will make determinations regarding eligibility and effects, referencing recommendations prepared by the consultant and considering input from consulting parties, including the SHPO. John discussed the roles of consulting parties and identified ground rules to ensure everyone has a fair chance to provide meaningful input.		

Item No.	Item Description	Responsibility	Due Date
3	<p>Project Info & Alternatives</p> <p>Steve provided a brief overview of the project area and the four alternatives that are being considered: No Action, Basic Rehabilitation, Modernization, and Modernization without Consolidation. CTA is exploring options that would help reduce adverse impacts of the proposed alternatives.</p> <p>John presented the Area of Potential Effects (APE), which defines the geographic boundary where the analysis of historic resources will occur. A larger scale APE map should be attached to the meeting summary.</p>		
4	<p>Schedule/Next Steps</p> <p>John explained the next steps in the process. Field work is going to identify potential historic properties and districts. We are tentatively planning to hold a meeting to discuss the eligibility of resources in October. Outreach for effects and mitigations will occur in early 2013.</p>		
5	<p>Question/Answer</p> <ul style="list-style-type: none"> - Russell: who is doing field work? Midwest Archaeological Research Services, Inc. with the assistance of Jean Guarino - Joe: Will the upcoming meetings be in-person or webinars? Even if meetings are held in person, an webinar/call-in option will be offered. - Anne Haaker: Please send a copy of the presentation. 		

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees



October 22, 2012

Anne Haaker
Illinois Historic Preservation Agency
One Old State Capital Plaza
Springfield, IL 62701

Re: CTA/FTA RPM Historic Properties Consultation, Eligibility Webinar

Dear Ms. Haaker:

The Chicago Transit Authority (CTA) and Federal Transit Administration (FTA) are continuing efforts to prepare an Environmental Impact Statement for the Red Purple Modernization (RPM) Project in accordance with the National Environmental Policy Act (NEPA). In particular, a Section 106 consultation is proceeding pursuant to the National Historic Preservation Act.

Enclosed, please find a CD that contains materials related to the identification of historic properties within the Area of Potential Effect (APE) for the RPM Project. The RPM corridor stretches along the existing Red and Purple lines from north of Belmont station to the Linden station to the north, a length of 9.6 miles. Improvements made along this area would expand capacity, reduce travel times, improve access to job markets and destinations, provide improved access to people with disabilities, and bring the existing transit line into a state of good repair. On September 6, 2012, the first webinar on RPM historic properties was held to introduce the project and initiate the consultation process. A copy of the presentation and summary from that webinar are available on the enclosed CD for those who were unable to participate.

Historians on the project team have been conducting field studies and technical analysis throughout summer of 2012; we would like to share our draft findings with you as part of the Section 106 consultation process. We will present the team's recommendations and seek your feedback during the Eligibility Work Session, scheduled for Wednesday, November 7, 2012 at CTA's headquarters (567 W. Lake Street, Chicago). Please contact Steve Hands if you will attend in person so your name can be added to the security clearance list. A call-in option will be offered for those who are unable to attend in person.

The purpose of this work session is to obtain input from consulting parties regarding properties within the APE that have been identified as listed in or eligible for listing on the National Register of Historic Places (NRHP). For those who may be less familiar with the Section 106 process and its accompanying acronyms, the attached Consultation Primer provides an overview of key terms and concepts.

What we have been doing: A Summary of the Identification Methodology

During the spring and summer of 2012, the project team has defined the APE, developed historic contexts for each community within the APE, and conducted field surveys.

The APE for the RPM Project was defined in consultation with the State Historic Preservation Office after conducting site visits, reviews of aerial maps, and examinations of engineering details (such as alignment locations, elevations, and expected right-of-way limits) of the proposed alternatives. Considering that the project area is heavily urbanized and the alternatives are primarily located along existing alignment, the boundaries for the APE were based on the area directly affected by construction and the height of the new construction and visual obstructions (such as buildings and trees) which might block views of the proposed improvements. Generally, the APE contains those parcels that are adjacent to either side of the existing Red and Purple Lines. Where buildings have been identified as having the potential for removal, the next adjacent parcels are included within the APE. Likewise, where at-grade parking lots exist next to the rail line, the APE was extended to include parcels adjacent to those lots.

Next, background research was conducted to prepare the historic context for each neighborhood in the project area. Understanding the historic context is essential in establishing the significance of individual properties, and by extension, NRHP eligibility for the built environment and any archaeological resources.

For the RPM Project, a “representative sampling” methodology was used for the identification of aboveground historic resources, as discussed below. Because of the densely developed urban environment and linear nature of the project, effects on properties will be similar for adjacent properties. This methodology is consistent with November 2011 guidance provided by the Advisory Council on Historic Preservation: *Meeting the “Reasonable and Good Faith” Identification Standard in Section 106 Review*. Following the development of the APE and historic context, cultural resources specialists conducted field surveys on three distinct categories of properties:

- (1) Previously listed National Register properties and local landmarks
- (2) All properties that could be demolished by one or more alternatives
- (3) A representative sample of other properties within the APE

For each of the unlisted properties that were surveyed, cultural resource specialists conducted archival research and photographed the exterior of each structure from the public right-of-way. Each property was assessed for NRHP eligibility utilizing the data gathered during the fieldwork and research phases of the investigation.

To determine the properties to be included in the representative sample, the team’s architectural historian relied on the GIS databases provided by Chicago and Evanston, the HAARGIS database, online mapping resources, SHPO records, and field reconnaissance. Analysts examined the historic character of each block within the APE in an effort to address the following questions:

- What age are the structures?
- What types of buildings are present?
- What function(s) do they serve?
- What architectural styles are apparent?
- How does the structure fit the context of the larger neighborhood?

In light of the neighborhood and block level contexts, analysts selected one or more properties per block to represent the range of structures over 50 years in age throughout the area. In areas where the project is likely to cause more substantial impacts, a greater concentration of sample properties were selected. More sample properties were selected for heterogeneous blocks (e.g. having a mix of property types and ages) than homogenous blocks. When multiple similar structures exist within the block, analysts selected the structures with the best integrity or distinguishing architectural features.

For example, block A contains only residential structures, both greystone three flats and a few end gable frame houses. Structures date to 1896-1908. The project will cause moderate effects on the adjacent block, but block A is screened from the transit line by an existing row of buildings. Therefore, analysts selected one greystone and one frame house from this block. Alternatively, Block B contains a mix of residential and commercial properties, dating from 1902 through the 1950s, plus some modern in-fill. A mix of architectural styles is present. In this case, analysts selected five structures on this block to represent the cross-section of available structures.

This process was repeated along the entire APE corridor, concentrating the sample south of Howard Station, where the project effects are likely to be more noticeable.

What we found: A Summary of Key Recommended Findings

The preliminary results of the identification effort are presented on the enclosed CD. In total, 453 individual buildings within the APE were surveyed, divided between the six communities: Lakeview Neighborhood, Uptown Neighborhood, Edgewater Neighborhood, Rogers Park Neighborhood, City of Evanston, and Village of Wilmette. The attached Summary Table (also included on the CD) lists each individual property that was surveyed and presents the team's recommended finding. The Property Maps on the CD show the same information visually, progressing northward through the corridor from just north of the Belmont Station.

Within the RPM APE, there are ten eligible/listed historic districts, as summarized in the table below.

Historic District Name	Category	Criteria	Significance
Newport Avenue HD (Lakeview)	Local	Criteria A, C	1891-1928
Buena Park HD (Uptown)	NRHP	Criteria A, C	1875-1949
Graceland Cemetery HD (Uptown)	NRHP	Criterion C	1850-1974
Sheridan Park HD (Uptown)	NRHP	Criteria A, C	1875-1949
Uptown Square HD (Uptown)	NRHP	Criteria A, C	1900-1974
West Argyle Street HD (Uptown)	NRHP	Criteria A, C	1898-1938
Lakewood Balmoral HD (Edgewater)	NRHP	Criteria A	1890-1929
Bryn Mawr Avenue HD (Edgewater)	NRHP	Criterion C	1875-1949
Evanston Lakeshore HD (Evanston)	NRHP	Criteria A, C	1850-1924
Northeast Evanston HD (Evanston)	NRHP	Criterion C	1850-1949
<i>Note: Criterion A = association with a historic event or pattern; Criterion C = distinctive architecture</i>			

One potential new historic district was identified near the Howard Street station in Rogers Park. This potential district includes five buildings and is recommended as eligible for listing on the NRHP for its association with commerce. These five buildings serve as important, and rare, surviving examples of the

mix of buildings that once comprised a lively commercial district that centered around the station on the border between Chicago and Evanston.

Outside the listed districts, the following properties were identified as either listed on the NRHP or eligible for listing, alphabetized by street name:

Address	Date	Style	Recommended Finding (Criteria)
Uptown Broadway Building 4703-4715 N Broadway (Uptown)	1927	Spanish Baroque Revival	Listed (C)
Sheridan Trust & Savings Bank 4753 N Broadway (Uptown)	1924-1928	Classical Revival	Eligible (C)
US Post Office 4850 N Broadway (Uptown)	1939	Art Moderne	Eligible (C)
Schlitz Brewery-Tied House 5120 N Broadway (Uptown)	1904	German Ren. Revival; Tudor Revival	Eligible (C)
5718 N Broadway (Edgewater)	1922	Art Moderne	Eligible (C)
Broadway Armory 5917 N Broadway (Edgewater)	1916	Italian & Spanish Baroque	Eligible (C)
5948-5950 N Broadway (Edgewater)	1927	Venetian Gothic	Eligible (C)
Granville Pictures 6200-6210 N Broadway (Edgewater)	1923	Classical Revival	Eligible (C)
1101-1107 W Bryn Mawr Ave (Edgewater)	1927	Venetian Gothic	Eligible (A & C)
3264-3266 N Clark St (Lakeview)	1889	Queen Anne	Eligible (C)
4401 N Clifton Ave (Uptown)	1910	Arts and Crafts	Eligible (B & C)
1368-1378 W Greenleaf Ave (Rogers Park)	1921	Gothic Revival	Eligible (C)
The Howard Building 1603-1611 W Howard St (Rogers Park)	1926	Classical Revival	Eligible (C)
Howard Theater Building 1615-1643 W Howard St (Rogers Park)	1899	Classical Revival	Eligible (C)
1039-1053 W Lawrence Ave (Uptown)	1929	Venetian Gothic	Eligible (C)
Aragon Ballroom 1100-1108 W Lawrence Ave (Uptown)	1926	Spanish Revival	Eligible (C)
Former Linden Avenue Terminal 351 Linden Ave (Wilmette)	1913	Prairie	Listed (A & C)
401-407 Linden Ave (Wilmette)	1922	Vernacular	Eligible (C)
1241 W Loyola Ave (Rogers Park)	1930	Gothic Revival	Eligible (C)
4875 N Magnolia Ave (Uptown)	1927	Gothic Revival	Eligible (C)
5247 N Magnolia Ave (Edgewater)	1898	Classical Revival	Eligible (C)
938 W Newport Ave (Lakeview)	1905	Queen Anne	Eligible (C)
947-949 W Newport Ave (Lakeview)	1889	Romanesque	Eligible (C)
912 Noyes St (Evanston)	1928	Tudor Revival	Eligible (C)
Noyes Cultural Arts Center 927 Noyes St (Evanston)	1892/1949	Italianate	Eligible (A & C)
Werner Bros. Fireproof Storage Bldg 7613-7617 N Paulina St (Rogers Park)	1925	Classical Revival	Eligible (C)
Slaymaker Gallery 934 W Roscoe St (Lakeview)	1889	Vernacular	Eligible (C)
3356 N Sheffield Ave (Lakeview)	1896	Queen Anne	Eligible (C)
4450-4456 N Sheridan Rd (Uptown)	1903	Tudor Revival	Eligible (C)
6560-6564 N Sheridan Rd (Rogers Park)	1917	Chicago Style	Eligible (C)
1425 Sherman Ave (Evanston)	1898	Gothic Revival	Eligible (C)

Address	Date	Style	Recommended Finding (Criteria)
1578 Sherman Ave (Evanston)	1914	Gothic Revival	Eligible (C)
6818 N Wayne Ave (Rogers Park)	1929	Spanish Revival	Eligible (C)
3800-3802 N Wilton Ave (Lakeview)	1889	Queen Anne	Eligible (C)
5400-5402 N Winthrop Ave (Edgewater)	1925	Spanish Revival	Eligible (C)
George B Swift Public School 5900 N Winthrop Ave (Edgewater)	1915	Classical Revival	Eligible (C)
5940-5950 N Winthrop Ave (Edgewater)	1927	Classical Revival	Eligible (C)
<i>Note: Criterion A = historic event or pattern; Criterion B = historic person; Criterion C = distinctive architecture</i>			

And finally, the track structure and each CTA station within the corridor was examined to determine if any of these resources would meet the criteria for inclusion in the NRHP. Within the RPM project APE, the elevated track structure between Belmont Avenue and Montrose Avenue, which was constructed during 1896-1900, is recommended as eligible for listing on the NRHP. Of the 26 historic station locations within the APE, 21 remain in operation. Most of these stations have been evaluated as part of independent projects in the recent past; findings are summarized in the following table. The majority of extant stations are not recommended as eligible for individual listing on the NRHP because they are modern replacements of historic stations or because they have experienced alterations that compromise the historic fabric necessary to convey integrity.

Station	Date	Style	Recommended Finding
Clark (Lakeview)	constructed 1900	Classical Revival	Demolished
Addison (Lakeview)	constructed 1900	Classical Revival	Demolished
	constructed 1994	N/A	Not Eligible
Grace (Lakeview)	constructed 1900	Classical Revival	Demolished
Sheridan (Lakeview)	constructed 1900 expanded 1917 renovated 1930	Beaux Arts	Not Eligible
Buena (Lakeview)	constructed 1900	Classical Revival	Demolished
Wilson (Uptown)	1900 (upper level)	Classical Revival	Demolished
	1907 (lower level) renovated 1917	Craftsman	Demolished
	constructed 1923 renovated 1958	Beaux Arts	N/A
Lawrence (Uptown)	constructed 1923 renovated 1929	Classical Revival	Demolished
	constructed 1995	ticket booth only	Not Eligible
Argyle (Uptown)	constructed 1908	Wood Frame	Demolished
	constructed 1921 renovated 2012	Prairie	Not Eligible ¹
Berwyn (Edgewater)	constructed 1916	Wood Frame	Demolished
	constructed 1921	Prairie	Not Eligible
Bryn Mawr (Edgewater)	constructed 1908	Wood Frame	Demolished
	constructed 1921 renovated 1974	Prairie	Not Eligible ¹
Thorndale (Edgewater)	constructed 1915	Wood Frame	Demolished
	constructed 1921 renovated 2012	Prairie	Not Eligible

Station	Date	Style	Recommended Finding
Granville (Edgewater)	constructed 1908	Wood Frame	Demolished
	constructed 1921	Prairie	Not Eligible
	rebuilt 1980 renovated 2012		
Loyola (Rogers Park)	constructed 1908	Wood Frame	Demolished
	constructed 1921 rebuilt 1982	Prairie	Not Eligible
Morse (Rogers Park)	constructed 1908	Wood Frame	Demolished
	constructed 1921 renovated 2012	Prairie	Not Eligible
Jarvis (Rogers Park)	constructed 1908	Wood Frame	Demolished
	constructed 1921	Prairie	Not Eligible
Howard (Rogers Park)	constructed 1908	Wood Frame	Demolished
	constructed 1921 expanded 1930 renovated 1964	Prairie & Beaux Arts	Not Eligible
	const. 2000-2009	Various	Not Eligible
Calvary (Evanston)	constructed 1908 renovated 1909	Georgian Revival	Demolished
South Boulevard (Evanston)	constructed 1931	Beaux Arts	Eligible ²
Main (Evanston)	constructed 1908 renovated 1909	Georgian Revival	Eligible
Dempster (Evanston)	constructed 1908 renovated 1909	Georgian Revival	Eligible
Davis (Evanston)	constructed 1908 renovated 1910	Georgian Revival	Demolished
	constructed 1979 rebuilt 1994	N/A	Not Eligible
Foster (Evanston)	constructed 1909	Wood Frame	Demolished
	constructed 1931	Wood Frame	Demolished
	constructed 1964	AFC only	Not Eligible
Noyes (Evanston)	constructed 1909	Wood Frame	Demolished
	constructed 1931	Wood Frame	Demolished
	constructed 1964	AFC only	Not Eligible
Central (Evanston)	constructed 1908	Wood Frame	Demolished
	constructed 1931	Beaux Arts	Eligible ²
Isabella (Wilmette)	1912 (platforms) 1926 (station house)	Craftsman	Demolished
Linden (Wilmette)	constructed 1913 expanded 1917	Prairie	Listed
	constructed 1993	N/A	Not Eligible
Source: www.Chicago-L.org website			
Notes: ¹ Contributing element NRHP District; ² Evanston local landmark building			

What's Next?

To facilitate review during the work session, we ask that you take some time to familiarize yourself with the contents of the enclosed CD.

The CD contains a [Summary Table](#) that lists each individual property that was surveyed, the construction date, and the team's recommended finding. Each row is hyperlinked to the corresponding inventory

sheets, which are divided into folders for each of the six communities. A paper copy of the table is provided for your convenience as well.

The Property Maps show the same information visually, progressing northward through the corridor from just north of the Belmont Station. Maps are color-coded to represent the team's recommended finding; map page numbers for each property are included in the summary table.

A draft Agenda for the Eligibility Work Session is also included.

There are also eight folders on the disk.

- The Kickoff Meeting folder contains the presentation, maps, and summary from the September 6 kickoff meeting.
- The District NRHP Forms folder contains copies of nomination forms prepared for each listed historic district. A summary form is also included for the potential Howard Street Commercial Historic District.
- Each of the other six folders contains the historic context for each area and individual inventory sheets for each building surveyed.

During the November 7 Eligibility Work Session, we will present an overview of the process and our findings. Then we will open the floor for discussion; if there are specific properties you have questions about, the team will examine them and address any comments you may have. Beyond any discussions during the work session, we ask that you provide any additional comments in writing to Steve Hands (SHands@transitchicago.com) by no later than 14 days after the meeting date. The team will address your comments as appropriate before advancing to the effects stage of the consultation process.

We look forward to working with you over the coming weeks. Thank you for your willingness to participate in this exciting project; your input will help us ensure historic resources are given due consideration as the project develops. If you have any questions or concerns prior to the meeting, please feel free to contact Steve Hands, project manager for CTA, at 312.681.4169 or via email at SHands@transitchicago.com.

Sincerely,



Steve Hands
CTA Project Manager
Strategic Planning & Policy

Recipients

October 12, 2012 Eligibility Materials

Anne Haaker, Illinois Historic Preservation Agency

Tim Jeffries, Friends of the Park

Cindi Anderson, Uptown Chicago Commission, Committee on Zoning and Land Use

LeRoy Blommaert, Edgewater Historical Society and Museum

Luciana Crovato, Chicago History Museum

Lisa DiChiera, Landmarks Illinois

Jonathon Fine, Preservation Chicago

Carlos Ruiz, Evanston Preservation Committee

Terry Tatum, Chicago Historic Preservation Division

MEETING NOTES

RE: Section 106 Eligibility Meeting
Red Purple Modernization EIS

DATE: November 7, 2012

LOCATION: CTA Office/Conference Call

TO: Distribution and All Attendees

ATTENDEES:

Name	Organization
Reggie Arkell	FTA
Steve Hands	CTA
Laura Fedak	CTA
Leah Mooney	CTA
Joanna Littrell	CTA
Joe Iacobucci	CTA
Anne Haaker	IHPA
David Halpin	IHPA
Terry Tatum	City of Chicago DHED
Carlos Ruiz	Evanston Preservation Commission (by phone)
Jonathan Fine	Preservation Chicago
Lisa DiChiera	Landmarks Illinois
Helene Kornblatt	CWC Transit Group
Kansai Uchida	CWC Transit Group
John Mettille	CWC Transit Group
Rebecca Thompson	CWC Transit Group
Robert Ball	CWC Transit Group
Jean Guarino	CWC Transit Group

PREPARED BY: Rebecca Thompson

ISSUE DATE: November 13, 2012

Meeting called to order at 1:30 pm CT

Objective: Red Purple Modernization Eligibility Meeting for Section 106 Consultation

Item No.	Item Description	Responsibility	Due Date
1	Welcome/Intro S. Hands welcomed everyone and participants introduced themselves.		
2	Background Information & Regulations		

Item No.	Item Description	Responsibility	Due Date
	J. Mettille provided an overview of the four step Section 106 process. J. Mettille reviewed the roles of consulting parties and identified ground rules to ensure everyone has a fair chance to provide meaningful input.		
3	Review of Area of Potential Effect J. Mettille reviewed the Area of Potential Effects (APE), which defines the geographic boundary where the analysis of historic resources will occur. It generally covers one parcel on either side of the alignment, with larger areas where alternatives may require building demolition.		
4	Methodology J. Mettille explained the methodology for the identification of historic properties. Historians developed contexts for the development of each neighborhood, reviewed city and state records to identify previously listed sites, completed field surveys, and provided National Register eligibility recommendations. Properties were surveyed if they could be directly affected by any alternative and for a representative sample of properties over 50 years in age beyond the project footprint but within the APE. This strategy was discussed with FTA and the SHPO and is consistent with guidance from the Advisory Council. <ul style="list-style-type: none"> - J. Fine: Were properties less than 50 years in age surveyed? <ul style="list-style-type: none"> o R. Thompson: All properties that could be directly affected were photographed and dates were verified; if these were less than 50, our analysis ended there. 		
5	Overview of Listed & Potential Historic Districts J. Mettille identified the ten historic districts that fall partially within the APE; nine are listed on the National Register and one is listed locally. In addition, one potential new historic district was identified along Clark Street at the Rogers Park/Evanston boundary. It includes five buildings within the APE and is recommended as eligible for the National Register under Criterion A for commerce.		
6	Overview of Newly Surveyed NRHP Eligible Sites J. Mettille briefly described the properties recommended as eligible. Of the 453 properties surveyed, 2 are individually listed on the National Register individually and 41 are recommended as eligible. We are in the identification stage currently; we will look at effects from different alternatives in the following meeting. <ul style="list-style-type: none"> - L. DiChiera: We are concerned about properties rated orange in the Chicago Historic Resources Survey. - C. Ruiz: A survey was just completed for the Evanston Lakeshore HD; what is the overlap for the RPM project so we can be consistent? <ul style="list-style-type: none"> o J. Mettille: If you will forward the resurvey, the CWC team will double check the surveyed properties in the RPM APE for consistency. - A. Haaker: For the track structure, what limits did you look at? Does the historic material extend beyond this boundary? 	C. Ruiz: forward Evanston Lakeshore resurvey CWC: examine resurvey for consistency CWC: Examine eligibility of track structure	Nov 21

Item No.	Item Description	Responsibility	Due Date
	<ul style="list-style-type: none"> ○ <i>R. Ball: We examined the elevated steel track structure within the APE, between Belmont and Montrose Avenues.</i> - J. Fine: How much of the historic fabric of the track structure remains – is it just the design? - T. Tatum: The Riviera Motorsales Company at 5948-5950 North Broadway (slide 42) has been designated as a local landmark. - C. Ruiz: 912 Noyes Street is a local landmark but may have previously been considered too compromised to be National Register eligible. I am glad to see you have identified it, but I believe the commission has objected to its inclusion previously. - C. Ruiz: 1425 Sherman Avenue may be listed as a landmark but under a different address. Central and South Stations may be landmarks; will double check. - T. Tatum: Why was the Sheridan Station determined ineligible if it was rated as orange in the Chicago Historic Resources Survey? It is similar in age and architectural style to the South Blvd and Central Stations in Evanston, which are recommended eligible. <ul style="list-style-type: none"> ○ <i>J. Guarino: Many of the interior spaces have been altered, including the CTA kiosk, retail areas, and commercial spaces carved out of the former waiting area.</i> 	<p>& limits</p> <p>T. Tatum: provide landmark form for Riviera Motorsales Co.</p> <p>C. Ruiz: Confirm status of 912 Noyes St, 1425 Sherman Ave, and 2 stations</p>	<p>Nov 21</p> <p>Nov 21</p>
7	<p>Additional Sites Surveyed by found Not Eligible</p> <p>J. Mettillie compared a few illustrative properties that were surveyed but found not eligible to similar properties that were recommended as eligible.</p> <ul style="list-style-type: none"> - J. Littrell: What is different about 3356 N Sheffield Avenue (slide 20) and 932 West Addison Street (slide 64) that one would be eligible and the other not? <ul style="list-style-type: none"> ○ <i>J. Guarino: The team examined how properties stacked up compared to other buildings in the vicinity. The Sheffield property maintains integrity of its first floor store fronts and contains more distinctive architectural detailing. The Addison property has lost its original cornice, has modern storefronts, and features less distinctive detailing. Anne noted it would be a contributing resource if it were part of a historic district.</i> - T. Tatum: How were potential districts examined, especially since only a small portion of a district may fall within the RPM APE (for example, around Addison or Jarvis' single family homes)? <ul style="list-style-type: none"> ○ <i>J. Guarino: The team really focused in the APE area but did look for potential historic districts. In particular, the 3500 block of North Wilton Avenue contained some good examples of storefront flats but contained a lot of tear downs and modern infill.</i> 		
8	Schedule/Next Steps		

Item No.	Item Description	Responsibility	Due Date
	<p>J. Mettille provided a quick summary of the tentative schedule for upcoming Section 106 consultation and other project milestones. Comments on the eligibility recommendations should be sent to Steve (SHands@transitchicago.com) by November 21.</p> <ul style="list-style-type: none"> - A. Haaker: How does this 106 effort fit within the larger decision making process? <ul style="list-style-type: none"> o <i>S. Hands/H. Kornblatt: It is part of an ongoing effort to minimize impacts to all resources. We are identifying historic properties now and next will look at effects on historic properties of each alternative. The Draft EIS will identify a locally preferred alternative then archaeological investigations can begin. Mitigation measures will be developed in a Memorandum of Agreement prior to the Final EIS.</i> - J. Fine: Will there be separate platforms for the red and purple lines? <ul style="list-style-type: none"> o <i>S. Hands: A Red and Purple Line transfer station is envisioned at Loyola, which will be complimentary to the Wilson Transfer station currently in design. Transfer stations require two island platforms instead of the current single island platform. In addition the build alternatives include platform widening at the Red Line stations, which are currently only approximately 12 feet wide.</i> - J. Fine: On the recent brown line project, we saw a lot of areas used for staging that tore up historic resources. Some of these still haven't been redeveloped. Can we comment on that? <ul style="list-style-type: none"> o <i>S. Hands: We will discuss staging areas as part of the effects stage in the consultation process. Staging areas will change somewhat during final design; however we are looking at ways to minimize the number of undevelopable remnant properties and to minimize resource impacts.</i> - L. DiChiera: Is the Wilson Station Improvement project a separate project? <ul style="list-style-type: none"> o <i>S. Hands/ L. Fedak: Yes the Wilson Transfer station project is separate, but also going through Section 106 review currently. A letter went out recently to many of the attendees to invite them to participate in consultation. The Wilson team is now coordinating with FTA and the SHPO; historians from both the RPM and Wilson projects are cooperating to ensure consistency.</i> - L. DiChiera: Where will the greatest impacts occur, so that we can focus our review on critical elements? <ul style="list-style-type: none"> o <i>S. Hands: The surveyed properties were selected to cover areas where the greatest changes are likely to occur. Specifically, this would include Sheridan Curve, Clark Junction where the Brown Line meets the Red Line, and station platforms that are proposed for</i> 		

Item No.	Item Description	Responsibility	Due Date
	<i>widening. CTA is trying to reduce impacts to all resources – including historic properties – while achieving the project benefits. Additional information on the alternatives being considered and issues identified during the scoping stage are available on the project website (www.transitchicago.com/rpmproject).</i>		

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

November 20, 2012

Mr. Steve Hands
Project Manager - Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake St
Chicago, IL 60661

RE: Red Purple Modernization (RPM) Project – NR eligible properties in APE

Dear Mr. Hands,

As requested, we have reviewed the APE boundaries and the properties identified within the APE as listed in or “eligible” for listing in the National Register of Historic Places by the RPM project team.

We are very pleased to see the numerous properties identified and acknowledged as historic. However we have the following concerns:

- It appears, based on the review of the City’s Historic Preservation Division staff, that many “orange-rated” properties in the Chicago Historic Resources Survey were not included in this inventory because of the sampling methodology. We recommend including all of these properties in a separate category due to the fact that they will require an additional mitigation process through the city’s demolition delay ordinance.
- No mid-century era properties were considered. On November 16th I emailed to you two links to recent past surveys done by our organization, in coordination with the School of the Art Institute’s Historic Preservation program, to see if any of the properties identified in these surveys in Evanston and Wilmette fall within the APE. This does not, however, address any of the potential significant mid-century properties in the city of Chicago that fall within the APE.
- Knowing that one objective of the RPM is to straighten curved locations of track, we are particularly concerned about historic properties in the areas of Newport and Clark (flyover location), Sheridan and Irving Park and in the area of the Loyola station and urge the team to carefully reevaluate all potential historic properties that could be impacted in these pressure point locations.
- Based on precedent with the Brown Line renovation project, we object to historic properties being purchased and demolished to make way for construction staging. We hope the team will specifically identify historic properties in the areas where construction staging may be planned to help identify alternative locations.

Thank you for the opportunity to review the findings by your team for this project. Please let me know if we can be of further assistance before the next consultation.

Sincerely,



Lisa DiChiera
Director of Advocacy

cc: Anne Haaker, IHPA
Jonathan Fine, Preservation Chicago
Terry Tatum, Historic Preservation Division, HED, City of Chicago
Carlos Ruiz, City of Evanston
Erika Fabisch, Village of Wilmette



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Preservation Chicago

Citizens advocating for the preservation of Chicago's historic architecture

November 20, 2012

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CTA
567 West Lake Street
Chicago, IL 60661

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Re: General Concerns regarding CTA Red Purple Modernization Project.

Dr. Mr. Hands:

Thank you again for arranging the driving tour last week regarding the CTA Red Purple Modernization Project. While it is difficult to fully grasp the physical changes that will be necessary to accommodate this modernization before any design drawings have been presented, it is evident that a tremendous amount of demolition is likely to occur, even under the most thoughtful of scenarios.

To that end, we would strongly encourage the immediate participation of representatives from each of the aldermanic wards that will be most affected by this project. We also strongly encourage the participation of the leaders of the local community groups for these affected areas at the earliest possible time.

It is vitally important that as many stakeholders participate in this process and as early as possible. There is no doubt that this will be a difficult and, most likely, contentious process. Therefore, setting the tone of an open and transparent process at the get-go is vital. Preservation Chicago will be happy to help facilitate efforts to reach out to these communities.

Sincerely,

Jonathan Fine
Executive Director
Preservation Chicago

Lisa Dichiera, Director of Advocacy, Landmarks Illinois
Eleanor Gorski, Assistant Commissioner, Historic Preservation, DHED

Subject: FW: CTA-RPM Section 106 Eligibility Meeting Minutes
Attachments: Neighborhood Banks (8 banks).pdf

From: Tatum, Terry
Sent: Tuesday, November 20, 2012 10:43 AM
To: Hands, Steve
Subject: RE: CTA-RPM Section 106 Eligibility Meeting Minutes

Dear Steve,

Thank you for the opportunity to comment on historic resource identification efforts for the Red Purple Modernization (RPM) Project as part of the ongoing Section 106 consultation process for this project. Our office appreciates the large scale of this undertaking, and we commend the CTA's efforts to incorporate historic preservation issues and concerns into its larger planning efforts. We hope to work with you to minimize the effect of the RPM Project on historic properties.

As part of the Section 106 process, we wish to bring to your attention both general observations on this historic resource identification effort, as well as comments on specific properties that may be impacted by the project. Note that some of these comments were communicated verbally on the November 16th tour.

Area of Potential Effect (APE) boundary

As part of the Section 106 consultation process, an Area of Potential Effect (APE) has been identified by the RPM project team as the area within which to look for any adverse effects on historic resources caused by the RPM Project. The methodology used for determining the boundaries appears, in most cases, to work well. However, the APE boundary in several places seems to be somewhat arbitrary and leaves out properties that, either from close physical or visual proximity, would appear to have the potential of being affected by the RPM project. Two in particular are St. Mary of the Lake Roman Catholic Church and associated buildings, located at the northwest corner of N. Sheridan Rd. and W. Buena Ave. in the Uptown community area (which is easily visible from the elevated structure due to a playground), and the intersection of the CTA elevated embankment and W. Pratt Ave. in Rogers Park (which is only one narrow row house wide on the east side of the embankment, south side of Pratt).

In addition, the APE boundaries appear in places to be somewhat arbitrary, including a building but leaving out adjacent buildings. One example is the inclusion of the building at 4840 N. Broadway, identified as contributing to the National Register-listed Uptown Square Historic District, within the APE, but leaving out the Uptown Theater at 4814 N. Broadway, which is an individually designated Chicago Landmark, a contributing building to the Uptown Square Historic District, and likely individually eligible for National Register listing.

Chicago Historic Resources Survey red- and orange-rated properties

With the help of your consultant team, you have preliminarily identified properties that are: 1) listed on the National Register; 2) eligible for NR listing; or 3) local Chicago or Evanston landmarks. These properties have been listed in the "RPM: Surveyed Historic Properties and Recommended Findings" spreadsheet.

Our office believes that there should be a fourth category in the spreadsheet for Chicago properties – properties rated as either "red" or "orange" on the Chicago Historic Resources Survey (CHRS). Conducted between 1983 and 1995, this city-wide survey identified properties constructed prior to 1940 that were perceived to have, within at least the context of their neighborhoods, some historic significance to these neighborhoods.

Although not designated Chicago Landmarks, these CHRS "red" and "orange"-rated properties are covered by the City's Demolition-Delay Ordinance, enacted by City Council in 2003, which allows for an up-to-90-day hold on building permit applications for demolition by the Department of Housing and Economic Development for these properties. (More information on this ordinance can be found at http://www.cityofchicago.org/city/en/depts/dcd/supp_info/demolition_delay.html.) We believe that it is prudent of the CTA to separately identify all CHRS red- and orange-rated properties within the APE so that they can be included in the historic resources spreadsheet and the effect of the RPM Project on them can be determined and mitigated as early in the project as possible.

Properties located within already-listed National Register historic districts or already-designated Chicago Landmark districts

It is unclear, based on the maps and historic resources spreadsheet provided to consulting parties, whether all properties within the APE that are within already-listed or –designated historic districts have been fully surveyed by the CTA's consultant team. These include buildings within the Buena Park, Sheridan Park, Uptown Square, West Argyle Street, and Bryn Mawr Avenue historic districts (all NR listed), as well as the Newport Avenue Chicago Landmark District. We believe, for clarity and regardless of the survey's sampling methodology, that all of these properties should be individually evaluated and listed in the spreadsheet.

Other observations concerning individual properties located in the APE

Besides being a contributing building to the Uptown Square Historic District and being found individually eligible for NR listing, the **Sheridan Trust and Savings Bank at 4753 N. Broadway** is also an individually designated Chicago Landmark. A copy of the Chicago Landmark designation report, which documents this building along with several other historic neighborhood bank buildings, is attached.

Two properties in the Rogers Park community area were inaccurately identified as Chicago Landmarks. **1407 W. Morse** is not a Chicago Landmark. It was documented as "green" in the CHRS, a ranking category not covered by the City's Demolition-Delay Ordinance. **6910-14 N. Glenwood** is also not a Chicago Landmark. However, it was documented as "orange" in the CHRS and is covered by the Demolition-Delay Ordinance.

The **Sheridan elevated station at 3940 N. Sheridan Rd.** was evaluated by the CTA's consulting team as not eligible for National Register listing due to historic integrity issues with its interior. However, the station is very similar to the South Boulevard and Central Avenue elevated stations in Evanston, both identified as eligible for National Register listing. In addition, the station house is orange-rated in the CHRS and is subject to the Demolition-Delay Ordinance. With its cream-colored terra-cotta street façade and unusual (for the property type) Classical Revival style, our office recommends that the property's architectural significance and relative rarity as a property type, along with its historic integrity, be carefully evaluated before historic resources findings for the RPM Project are finalized.

Two properties on North Broadway included in the APE but apparently not evaluated by the sampling methodology should, we believe, be individually documented and assessed for NR eligibility. Both are orange-rated in the CHRS. **6130-36 N. Broadway** is a two-story terra cotta-clad commercial building with handsome and unusual (in the context of Edgewater) Art Deco-style detailing, including low-relief decorative panels. **6345-47 N. Broadway** is a 6-story storage building with handsome contrasting brick and terra cotta cladding.

A five-story storage building at **947-57 W. Sheridan Rd./3833-47 N. Sheffield Ave.**, located within the APE and CHRS orange-rated, was apparently not evaluated for NR listing by the sampling methodology. We believe that it should be. It has visually-interesting Sullivanesque-style ornament and it is a visual "landmark" in the neighborhood due to its location and scale.

Several individual properties within a larger set of attached houses at **3804-14 N. Wilton Ave.**, located within the APE, were individually evaluated and found not eligible for NR listing. Our records show that the row was built and designed as a set in 1902 by architect Niels Buck, working also as developer. The row is orange-rated in the CHRS. We believe that this set of attached houses should be evaluated as a whole for NR eligibility.

Lastly, the building at **3365-69 N. Clark**—a two-story brick commercial building—was determined not eligible for NR listing by the consultant team. We recognize that integrity issues, especially storefront changes on a building of this small scale, may preclude NR listing. However, the building is handsomely detailing with a rounded corner bay and carved-stone Romanesque-style details. Paired with the building at 934 W. Roscoe (commonly known as the Slaymaker Gallery and determined NR eligible), the 3365-69 N. Clark building provides a visually-pleasing sense of place at the Roscoe-Clark intersection.

I would be pleased to assist the CTA's consultant team as they gather additional information on historic resources within the APE. Again, thank you for the opportunity to be a Section 106 consulting party for the RPM Project.

Sincerely,

Terry

Terry Tatum
Coordinating Planner I
Historic Preservation Division, Dept. of Housing and Economic Development
33 N. LaSalle St., Room 1600
Chicago, IL 60602
312-744-9147
312-744-9140 (fax)
ttatum@cityofchicago.org

From: Hands, Steve [SHands@transitchicago.com]

Sent: Tuesday, November 13, 2012 2:04 PM

To: Halpin, David (David.Halpin@Illinois.gov); Haaker, Anne (Anne.Haaker@Illinois.gov); reginald.arkell@dot.gov; Joseph.Ossi@dot.gov; cruiz@cityofevanston.org; jfine@preservationchicago.org; Lisa DiChiera (DiChieraL@lpci.org); Crovato, Luciana (Crovato@chicagohistory.org); jlcocoran1886@yahoo.com; tangora@uic.edu; cindi_anderson@sbcglobal.net; jeffriest@FOTP.ORG; Tatum, Terry; 'Jonathan P. Fine'

Cc: Fedak, Laura; Littrell, Joanna; Iacobucci, Joseph; O'Malley, Kevin; Mooney, Leah Dawson; Gismondi, Donald; Thompson, Rebecca (thompsonrd@cdmsmith.com); Kornblatt, Helene B. (kornblatt@cdmsmith.com); Uchida, Kansai (UchidaKP@cdmsmith.com); Lea, Claudia (LeaCK@cdmsmith.com); Jean Guarino (guarinojl@gmail.com)

Subject: CTA-RPM Section 106 Eligibility Meeting Minutes

Dear RPM Project Consulting Parties,

Attached are the draft meeting minutes from the November 7, 2012 RPM Section 106 Eligibility Consultation Meeting. Please review the meeting minutes and send any corrections and/or clarifications within five business days (end of business November 20, 2012). Also note any actions to be taken in the "Responsibility" column.

Thank you again for your participation in this process

Best,
Steve

Steve Hands

Chicago Transit Authority
Project Manager - Strategic Planning and Policy
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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From: Hands, Steve [SHands@transitchicago.com]
Sent: Wednesday, November 21, 2012 10:34 AM
To: Thompson, Rebecca D.
Cc: Kornblatt, Helene B.; Uchida, Kansai; Lea, Claudia; sbojan@wightco.com; Ball, Robert W; Mettelle, John L.
Subject: FW: Section 106 Eligibility - CTA-RPM

FYI,

Best,
Steve

Steve Hands

Chicago Transit Authority
Project Manager - Strategic Planning and Policy
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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From: George Strack [mailto:gstrack@miamination.com]
Sent: Wednesday, November 21, 2012 9:33 AM
To: Hands, Steve
Subject: RE: Section 106 Eligibility - CTA-RPM

Sorry that I could not participate in the consultation. I look forward to any future updates about the project.

*George Strack
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
202 S. Eight Tribes Trail
Miami, OK 74354
317-626-1288 (cell)*

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From: Hands, Steve [SHands@transitchicago.com]
Sent: Wednesday, November 07, 2012 1:26 PM
To: Thompson, Rebecca (thompsonrd@cdmsmith.com); Kornblatt, Helene B. (kornblattb@cdmsmith.com); Uchida, Kansai (UchidaKP@cdmsmith.com); Lea, Claudia (LeaCK@cdmsmith.com); Haaker, Anne (Anne.Haaker@Illinois.gov); reginald.arkell@dot.gov; Joseph.Ossi@dot.gov; ttatum@cityofchicago.org; cruiz@cityofevanston.org; jfine@preservationchicago.org; Lisa DiChiera (DiChieraL@lpci.org); Crovato, Luciana (Crovato@chicagohistory.org); jilcochran1886@yahoo.com; cindi_anderson@sbcglobal.net; jeffriest@FOTP.ORG; George Strack
Cc: Iacobucci, Joseph; O'Malley, Kevin; Mooney, Leah Dawson; Gismondi, Donald; 'Tatum, Terry'; 'Jonathan P. Fine'; Fedak, Laura
Subject: RE: Section 106 Eligibility - CTA-RPM

For those joining us over the phone, please find the attached slides for the meeting. Also please have the CD sent via the mail available so you can view the materials that may come up throughout the consultation today.

Best,
Steve

Steve Hands

Chicago Transit Authority
Project Manager - Strategic Planning and Policy
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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-----Original Appointment-----

From: Hands, Steve

Sent: Monday, October 22, 2012 3:14 PM

To: Hands, Steve; Thompson, Rebecca (thompsonrd@cdmsmith.com); Kornblatt, Helene B. (kornblatt@cdmsmith.com); Uchida, Kansai (UchidaKP@cdmsmith.com); Lea, Claudia (LeaCK@cdmsmith.com); Haaker, Anne (Anne.Haaker@Illinois.gov); reginald.arkell@dot.gov; Joseph.Ossi@dot.gov; ttatum@cityofchicago.org; cruiz@cityofevanston.org; jfine@preservationchicago.org; Lisa DiChiera (DiChieraL@lpci.org); Crovato, Luciana (Crovato@chicagohistory.org); jilcochran1886@yahoo.com; cindi_anderson@sbcglobal.net; jeffriest@FOTP.ORG

Cc: Iacobucci, Joseph; O'Malley, Kevin; Mooney, Leah Dawson; Gismondi, Donald; 'Tatum, Terry'; 'Jonathan P. Fine'; Fedak, Laura

Subject: Section 106 Eligibility - CTA-RPM

When: Wednesday, November 07, 2012 1:30 PM-3:30 PM (UTC-06:00) Central Time (US & Canada).

Where: 567 W Lake Street, 10th Floor Conf B, Chicago, Illinois 60661

You are invited to attend a consultation meeting on **Wednesday, November 7 at 1:30-3:30 PM Central** at CTA's headquarters in Chicago. Historians on the RPM project team have been conducting field studies and technical analysis throughout summer of 2012; we would like to share our draft findings with you as part of the Section 106 consultation process.

The purpose of this work session is to obtain input from consulting parties regarding historic properties within the APE that have been identified as listed or eligible for listing on the National Register of Historic Places. In the next few days, you should receive a mailed packet of information presenting our recommended findings. We will discuss the contents of this packet at the meeting. We welcome your feedback during the November 7 meeting or as written comments within the time specified in the packet.

Please inform Steve Hands if you will be able to attend in person so your name can be added to the security clearance list. If you prefer to attend remotely, you may choose to call-in: dial 866-546-3377. The participant code is 892658.

Steve Hands

Chicago Transit Authority
Project Manager - Strategic Planning and Policy
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com
567 W Lake Street - 10th Floor - Chicago - IL - 60661-1465



working to improve the quality of life in Uptown since 1955

937 West Lakeside Place
Chicago, Illinois 60640
Email: uptownchicago@sbcglobal.net

November 21, 2012

Mr. Steve Hands
Project Manager – Strategic Planning & Policy
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661

Re: Wilson Station Rehabilitation Project

Dear Mr. Hands:

Thank you for the project information you have shared to date.

Uptown Chicago Commission is our neighborhood's community council. Our organization represents a neighborhood of 60,000 residents. We have a high level of interest in this project. There is general excitement about improved amenities, as well as concern about potential damage to significant historical structures. Please consider this communication as preliminary feedback into what we hope will become constructive dialogue.

Location of Structures

We request a meeting with our Board of Directors in which detailed information can be shared about the proposed locations of track support structures in and around Wilson Station. If we understand the preliminary concept correctly, the locations of structures would adversely affect the current station entrance in the Gerber Building on Broadway, as well as 4701 N. Broadway (Majestic for Men). In addition, the proposed work at the Majestic for Men building poses inherent risks to the beautifully restored Uptown Broadway Building.

We are told the Federal Transit Authority has similar concerns and will require a detailed plan to protect and stabilize the Uptown Broadway Building. It is imperative to involve the building owner (who funded the recent renovation) and the Alderman's office at this early stage.

In addition, the FTA has been told the Majestic for Men building will be razed, and following the track structure work, the terra cotta and brick façade will be reinstalled on a

reconstructed building. We have heard from other sources that there are plans to raze the building, donate the terra cotta façade to an architectural salvage firm and leave exposed support structures in its place. We would find the later scenario to be an unacceptable adverse effect.

Access to Broadway

In the course of the Wilson Station renovation, the number of entrances are planned to increase from two to three. We are concerned about the location of those entrances for three reasons:

- historic preservation
- public safety
- retail corridor development

Historic Preservation

Current plans are to eliminate the Gerber Building rail station mezzanine to make way for new track support structures. We desire to maintain the original station entrance.

Public Safety

Plans are for the (new) third station entrance is to be sited in on a vacant parcel behind the Target and Aldi retail developments. It should not be news to anyone familiar with this part of Uptown that there are pervasive gang problems. Placing an entrance for Wilson Station in this proposed location is begging for increased, unwelcome gang violence. Our local police personnel have expressed this opinion, as have the Alderman and the community leadership. Our suggestion is to site the new entrance in a location which was previously used as an entrance - on Broadway, through the McJunkin Building. There is presently a driveway passing through the building, near its south end, which was once an entrance to the train.

Retail Corridor Development

We anticipate benefits to the retail corridor by placing entrances on either end of the platforms on Broadway, with the third entrance located at a midpoint on the south side of Wilson.

Demolition of Broadway Mall

Current plans are to demolish the Broadway Mall building as part of the overall development. We understood there was a strong desire by Uptown United to develop a marketplace in that space and we were overall supportive of that concept.

While we are not in strong opposition to the loss of this 1922 structure, and would prefer re-use of an existing building, we most definitely do not desire to have a currently intact streetscape replaced with a vacant lot covered in gravel and surrounded by chain link fence.

Thank you for the opportunity to provide local input to Wilson Station redevelopment preliminary plans. I would again like to request a small meeting with our Board members to share more information about support structure locations – and the present plan's trade-offs between feasibility, cost and alterations to historic buildings.

With Kind Regards,



Cindi Anderson
Zoning & Planning Committee Chairman

Cindi_anderson@sbcglobal.net

W: 708-387-3557

C: 708-308-7659

Cc: Alderman James Cappleman
Uptown United
FTA Section 106 Committee Email Tree
Marisol Simon, Regional Administrator, Federal Transit Authority



Illinois Historic
Preservation Agency

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

Cook County

Chicago to Wilmette

North Red and Purple Line Modernization Environmental Impact Statement

North of Belmont Station to the Linden Terminal

IHPA Log #021010311

November 26, 2012

Steve Hands

Chicago Transit Authority

Strategic Planning and Policy

P.O. Box 7602

Chicago, IL 60680-7602

Dear Mr. Hands:

We have received the information provided for the above referenced project. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

Thank you for submitting preliminary information identifying the potential corridors, the area(s) of potential effect (APE), and documentation of a sample of the historic properties located therein. We also appreciated the opportunity to meet with your team on November 7, 2012, and the tour that took place on November 16, 2012.

We look forward to working with you and reviewing the project in its entirety once a corridor has been selected. At that time, we can narrow the focus of the final APE and the architectural resources that may be affected.

If you have questions please call me at 217-785-5027.

Sincerely,

Anne E. Haaker

Deputy State Historic

Preservation Officer



Illinois Historic
Preservation Agency

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

Cook County

Chicago to Wilmette

North Red and Purple Line Modernization

North of Belmont Station to the Linden Terminal

IHPA Log #021010311

November 30, 2012

Steve Hands

Chicago Transit Authority

Strategic Planning and Policy

P.O. Box 7602

Chicago, IL 60680-7602

Dear Mr. Hands:

We have received the information provided for the above referenced project. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

We concur with your findings for the following:

1. The findings of the National Register of Eligibility assessment conducted on your behalf by Midwest Archaeological Services. It should be noted that Architectural Resource #40, a section of the Red Line, should be extended to cover the entire Red and Purple line system. This elevated track system is eligible for inclusion in the National Register of Historic Places under Criterion A because it is an integral part of Chicago's twentieth-century heritage, and under Criterion C for its unique architectural and engineering qualities.
2. The Area of Potential Effect defined for this project meets the definition in 36 CFR 800.
3. No archaeological resources will be affected by this undertaking.
4. Affects on historic resources will be more broadly and specifically assessed once the preferred alternative route has been determined.

We also have the following concerns:

1. Adverse effects to Wrigley Field, which the National Park Service has qualified as a National Historic Landmark must be avoided.
2. We concur with our preservation partners that building designated as "Orange" in the CHRS need to be identified within the report. Are all of the National Register and Local Historic Districts identified in the report?

3. The proposed demolition of historic structures located within the Buena Park Historic District due to the proposed change of the track location at the area known as the Sheridan Curve.

4. We also are concerned about possible adverse effects to historic stations along the line and the National Register Historic Districts located within the Area of Potential Effects. We anticipate working with the CTA and FTA to arrive at a solution that meets the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" pursuant to 36 CFR Part 800.

We appreciate the work that has been conducted thus far and we look forward to working with you to develop a Memorandum of Agreement that will address the mitigation of adverse effects once those effects have been identified.

If you have questions please contact David J. Halpin, Cultural Resources Manager, at 217-785-4998.

Sincerely,



Anne E. Haaker
Deputy State Historic
Preservation Officer

c: Lisa DiChiera, Landmarks Illinois
Eleanor Gorski, City of Chicago
Reginald Arkell, U.S. Department of Transportation
Jonathan Fine, Executive Director

Summary of eligibility comments from RPM Section 106 Consulting Parties

1. Aldermen and local community groups should participate. [J Fine]

Other consulting parties with a demonstrated interest are welcome to join the Section 106 consultation process at any time; however, discussions will continue to be focused only on NRHP eligible resources that could be affected by the project as is required for the Section 106 process. The project includes coordination with aldermen and other local elected officials, although it is not specific to Section 106. Information on effects to buildings will be shared and discussed with local elected officials and community groups in a similar timeframe as the Section 106 effects consultation.

2. Properties rated Orange or Red in the CHRS should be surveyed & summarized. [L DiChiera]

The summary table has been updated to denote which surveyed properties were rated Orange or Red in the CHRS. The Technical Memorandum and EIS will contain a separate summary of properties surveyed as red or orange in the CHRS. Properties surveyed for the RPM Project included all properties that could be demolished by one or more of the alternatives, plus a representative sample of historic properties beyond the project footprint.

3. No mid-century properties within the APE were selected as part of the sample. [L DiChiera]

The sample of surveyed properties included 27 buildings that were constructed between 1940-1960. This includes 13 commercial properties, 11 residences (apartments and single family structures), two industrial buildings, and one educational facility. None were selected as NRHP eligible due to the lack of distinguishing architectural features and/or modern alterations.

4. The team should reevaluate historic properties near Newport, Clark flyover, Sheridan, and Irving Park that may be impacted by the project. [L DiChiera]

The recently completed survey undertaken for the RPM project included a number of properties at these locations, including all properties that could be demolished by one or more of the alternatives. Historians evaluated each property to determine if it meets NRHP criteria to be eligible for listing. The consultation process is intended to consult with local preservation organizations to refine these recommendations as needed.

5. We object to historic properties being purchased and demolished for staging locations. [L DiChiera]

CTA has been reexamining the build alternatives to minimize impacts. We will be examining the effects of the project (including staging areas) in the next phase of the consultation process.

6. The APE boundary in some locations appears arbitrary, e.g. at Sheridan/Buena (Uptown), at Pratt Avenue (Rogers Park), and 4840 N Broadway (Uptown). [T Tatum]

The APE was developed in consultation with the SHPO to encompass areas where effects may occur. These effects include potential demolition of properties, as well as potential noise, vibration, and/or visual impacts that can affect specific property types. Generally, the APE includes one parcel where the alternatives remain within the existing right-of-way, plus adjacent parcels where surface lots open the viewshed. Where building demolition may occur due to at least one of the studied alternatives, the APE was expanded to provide an additional buffer around potential demolitions.

7. A column for CHRS rating Red or Orange should be added to the summary table. [T Tatum]

A second summary table has been prepared that lists Red and Orange resources that fall within the RPM APE.

8. Properties within historic districts should be fully surveyed and individually evaluated. [T Tatum]

An adverse effect within a historic district adversely affects the district as a whole. The surveys covered all properties that could be displaced by one or more alternatives. Surveying additional properties within these districts would not change the finding for the district.

The sampling methodology used in the identification of historic properties is consistent with 36 CFR 800.4.b.1 regarding level of effort for the areas subject to indirect effects from the proposed modernization of the existing Red-Purple line. This methodology represents a reasonable and good faith effort to identify historic properties based on the nature of the undertaking and limited potential for new effects in close proximity to the existing rail line. Because of the densely developed urban environment and linear nature of the project, effects on properties will be similar for adjacent properties. In the next stage of the analysis, effects will be determined at the neighborhood/block level.

9. 4753 N Broadway is designated as a local landmark. [T Tatum]

The summary table has been updated accordingly.

10. 1407 W Morse Avenue was coded green in CHRS but is not a local landmark. [T Tatum]

The summary table has been updated accordingly.

11. 6910-6914 N Glenwood Avenue was coded orange in CHRS but is not a local landmark. [T Tatum]

The summary table has been updated accordingly.

12. The Sheridan elevated station was coded orange in CHRS should be carefully evaluated. It is similar to the NRHP eligible Central and South Blvd stations and features the unusual Classical Revival style. [T Tatum]

Because of extensive modifications to the resource, the Sheridan station is not recommended as eligible for NRHP listing. These modifications include storefront alterations, the addition of metal turnstiles and concession booths, lengthened platforms, modern signage, and reconfiguration of interior spaces which included the introduction of a large modern metal office space which extends out into the main lobby. Original light fixtures have been replaced with fluorescent ceiling lights. While the Central and South Blvd stations, which are similar to Sheridan, have also undergone modifications, Sheridan Station has been more affected and its overall integrity suffered to the level that it is not individually NRHP eligible.

13. Three orange-coded properties should be included in the survey: 6130-6136 N Broadway, 6345-6347 N Broadway, and 947-957 W Sheridan Road/3833-3847 N Sheffield Ave. [T Tatum]

None of these properties fall within the right-of-way footprint for any of the alternatives. They were not selected as part of the original representative sample. However, analysts examined each property at the request of the consulting party:

6130 N Broadway is located half a block from the proposed alignment and will not be directly impacted by any of the proposed alternatives. A sample of similar properties nearby were surveyed as part of the project identification effort, including 6200-6210 N Broadway. Effects will be similar for adjacent properties; the examination of effects on the nearby 6200-6210 N Broadway property are anticipated to be applicable to 6130 N Broadway as the properties are equidistant to the alignment. It should be noted that the tech memo prepared for the project will include a separate summary of Orange coded CHRS properties, although this is a separate element from the Section 106 consultation process.

Although it does not fall within the footprint for right-of-way or construction and was not selected as part of the representative sample, 6345 N Broadway has been examined at the request of DHED to determine its NRHP eligibility. This site is recommended as NRHP eligible; the property will be included in the technical memo and Draft EIS.

Although it does not fall within the footprint for right-of-way or construction and was not selected as part of the representative sample, 947-949 W Sheridan Rd has been examined at the request of DHED to determine its NRHP eligibility. This site is recommended as NRHP eligible; the property will be included in the technical memo and Draft EIS.

14. Attached row houses at 3804-3814 N Wilton Avenue were coded orange in CHRS should be evaluated as a whole. [T Tatum]

The set of five two-flats at 3804-3814 N Wilton Ave has been examined to determine its NRHP eligibility as a group. Although together the buildings stand as a cohesive group of late 19th century greystone two-flats sharing common party walls, they do not stand out among the many other similar groupings of greystone two-flats in the Lakeview community, many of which feature more distinguishing architectural features. Some windows and doors within the group have been replaced with modern materials. This group does not exemplify a particular architectural style or

method of construction. The architect, Neals Buck, does not appear to be a locally significant architect in Chicago. For these reasons, the flats at 3804-3814 N Wilton Avenue are not recommended as eligible for NRHP listing as individual homes or as a larger group of resources.

15. 3365-3369 N Clark Street should be reevaluated for NRHP eligibility. [T Tatum]

At the request of DHED, 3365-3369 N Clark Street was re-examined for its NRHP eligibility. It was not identified as NRHP eligible initially within the context of more distinctive commercial and mixed use buildings nearby although it does exhibit an eclectic mix of stylistic influences and largely retains its original materials. Upon further examination, based on the level of architectural detailing the resource exhibits along with its overall integrity, this site is recommended as NRHP eligible. The information will be reflected within the technical memo and Draft EIS.

16. Request a meeting with the Board of Directors for Uptown Chicago Commission due to impacts to Gerber Building and 4701 N Broadway. [C Anderson]

As part of the Section 106 process for the Wilson Station Rehabilitation Project (independent of the RPM Project), CTA will include FTA, IHPA, the Uptown Chicago Commission, and other interested parties who wish to participate in a meeting at a date and time to be determined.

17. The building owner and alderman should be involved regarding impacts to the Uptown Broadway Building. [C Anderson]

As part of the Section 106 process for the Wilson Station Rehabilitation Project, CTA will share information regarding the project with local elected officials, the building owner, and community groups.

Other consulting parties with a demonstrated interest are welcome to join the RPM Section 106 consultation process at any time. The RPM Project includes coordination with aldermen and other local elected officials, although it is not specific to Section 106.

18. Concerned about proposed entrances at Wilson Station. [C Anderson]

Improvements to Wilson Station are being handled as a separate project from the RPM Project. These concerns will be discussed as part of the Section 106 process for the Wilson Station Rehabilitation Project.

19. Demolition of Broadway Mall should not replace intact historic streetscape with vacant gravel lot. [C Anderson]

As part of the Section 106 process for the Wilson Station Rehabilitation Project, CTA will address these issues at a date and time to be determined. CTA will include FTA, IHPA, the Uptown Chicago Commission, and other interested parties who wish to participate.

20. The entire Red and Purple elevated track system is NRHP eligible under A and C. [A Haaker]

The portion of the Red and Purple line track structure within the RPM APE is iconic within Chicago and an integral fixture in the development of the North Side. The entire length of the Red and Purple line track structure within the RPM APE is eligible under Criterion A for its contribution to the development of the North Side of Chicago and Evanston. The section of Red and Purple line steel structure from north of the Belmont station structure to approximately Montrose Avenue is also eligible under Criterion C as a good example of the turn of the century riveted steel plate technology. The portion of the track on embankment (north of Leland Avenue) is not eligible under C because it lacks distinguishing architectural features and has experienced subsequent alterations since its original construction, such as replacement of viaducts, construction of new retaining walls, addition of sidewalks and fencing, etc. Despite its eligibility, it is important to acknowledge that the Red and Purple line is a dynamic element within a functioning transportation system that must continue to be rehabilitated, modified, and replaced in order to meet safety requirements and continue its historic role in the transit network. The summary table and inventory sheet have been updated accordingly.

21. The SHPO concurs with the APE, that no archaeological resources will be affected, and that other effects will be assessed as the project advances. [A Haaker]

Concurrence has been noted in the project record.

22. CHRS Red and Orange properties should be identified in the report. [A Haaker]

Summary information about Red and Orange properties will be included in the report. All NRHP and local historic districts that fall wholly or partially within the RPM APE are included in the summary table and report.

23. Concerned about adverse effects, including those on Wrigley Field and demolition of historic structures within the Buena Park Historic District. [A Haaker]

CTA has been reexamining the build alternatives to minimize impacts. We will be examining the effects of the project (including staging areas) in the next phase of the consultation process.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

April 10, 2014

Anne E. Haaker,
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701-1512

Re: Red and Purple Modernization Project, Section 106 Tailored Phase One Materials;
IHPA Log # 021010311

Dear Ms. Haaker:

As you are aware, the Chicago Transit Authority (CTA), as a grantee of the Federal Transit Administration (FTA), has been working for some time in preparing an Environmental Impact Statement (EIS) to modernize and bring into a state of good repair existing transit stations, track systems, and structures along 9.6 miles of the north Red and Purple lines as part of the Red and Purple Modernization (RPM) Project.

As part of the required consultation process under Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations (36 CFR 800), FTA and CTA have reached out to the Illinois Historic Preservation Agency (IHPA) and other consulting parties on several occasions:

- FTA and CTA hosted a conference call with IHPA on June 7, 2012 to present the recommended area of potential effect (APE) and review the proposed methodology for field surveys.
- Invitations to participate in the consultation process were sent to a group of state and local organizations on July 23, 2012 to initiate Section 106 consultation.
- Recommendations regarding National Register of Historic Places (NRHP) eligibility for historic properties along the RPM Project corridor were sent to your office and other consulting parties on October 22, 2012 to begin a 30-day comment period.
- FTA and CTA met with your office and other consulting parties on November 7, 2012 to discuss NRHP eligibility for historic properties along the RPM Project corridor.
- On November 30, 2012, FTA and CTA received IHPA's concurrence on the APE and NRHP eligibility recommendations.
- Based on comments received following the eligibility meeting, CTA provided responses to comments from consulting parties on eligible properties via electronic mail on January 15, 2013.

The next step in this process would have been a Section 106 Effects Meeting which was expected to occur in fall 2013.

Since we last met, CTA and FTA have been in the process of developing a phased, tailored approach for implementing the RPM corridor vision. A tailored National Environmental Policy Act (NEPA) approach for each project of independent utility within the first phase has been determined to better reflect the work to be conducted in the timeline expected by the public. Phase One of the RPM corridor vision includes two NEPA Environmental Assessments (EAs) for two discrete projects within the original 9.6-mile corridor. The two EAs will analyze the following two projects from the original RPM EIS:

- **Red-Purple Bypass:** Construction of a bypass for the Brown Line at Clark Junction, north of Belmont Station and
- **Lawrence to Bryn Mawr Modernization:** Modernization of four Red line stations (Lawrence, Argyle, Berwyn and Bryn Mawr) and aging structures from Leland Avenue in the south to Hollywood Avenue in the north.

Phase One also includes two NEPA Categorical Exclusions (CEs) for two additional smaller projects:

- **Corridor Signal Improvements:** Signal improvement and modernization along approximately 3.5 miles from Belmont Station in the south to Granville Station in the north. These improvements would be conducted within or adjacent to existing transportation right-of-way.
- **Continued Interim Capital Improvements:** Interim capital maintenance work to the track and structures necessary to keep the track in operable condition. These improvements would take place on existing infrastructure and within existing transportation right-of-way; the improvements include track work from Belmont Station to Leland Avenue on elevated structure, and from Leland Avenue to Linden Station, generally on existing embankment. This work would not change the functional use of the CTA rail facility.

Details regarding these two smaller projects will be provided as the projects are more clearly defined. The intent of this letter is to reinitiate the Section 106 analysis for the two EA-level projects described above. The Red-Purple Bypass and Lawrence to Bryn Mawr Modernization Projects will involve a full consultation process under Section 106 of the NHPA that leverages efforts previously completed for the larger RPM EIS project. The proposed approach to effectively build upon these previous EIS efforts is detailed in the supporting documentation enclosed with this letter.

While FTA and CTA understand that Section 106 processes will need to be completed for each of the four projects proposed as part of the Phase One efforts, the intention is to coordinate Section 106 activities for the two EA-level projects within the Phase One implementation of the RPM corridor vision at this time. Further information on the proposed CE-level projects and details on the appropriate level of Section 106 consultation will be provided separately and subsequent to this correspondence.

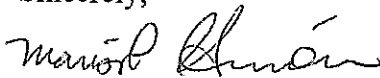
Re: Red and Purple Modernization Project, Section 106 Tailored Phase One Materials;
IHPA Log # 021010311

Attached, please find supporting information and maps identifying the revised APE and previously identified eligible properties for each EA-level project. For each project, the APE and associated NRHP findings are consistent with earlier coordination efforts and findings with IHPA. While a sampling methodology for eligibility was deemed appropriate for the previous RPM corridor level analysis, CTA plans to conduct field surveys for all remaining properties within each APE that were not surveyed previously to provide complete documentation of eligibility evaluations for each EA-level project.

We look forward to conferring with you on our proposed assessment strategy. We plan to contact Section 106 consulting parties in the next month to update them on the project and consultation process. Because the revised geographic extent of each project will be shorter than the full 9.6 mile corridor presented in the past, we anticipate a smaller list of consulting parties for each project. FTA and CTA, however, intend to update all former RPM consulting parties and allow them to choose whether they would like to continue to participate under the Section 106 consultation process moving forward. We anticipate holding separate in-person meetings focused on each discrete project in early summer 2014. At each of these meetings, we will present the scope of the subject project, present the supplemental eligibility findings within the project APE, and discuss potential project effects on and preliminary mitigation for historic resources.

In response to this letter, please confirm whether your office concurs with the proposed APE limits for the two EA-level projects and with the planned analysis methodology moving forward. Please let us know if you have any concerns with our planned next steps. We would be glad to set up a meeting or conference call to discuss any questions you may have. We look forward to working with you on the RPM Phase One projects. The point of contact in our office is Mark Assam at 312-353-4070 or mark.assam@dot.gov. Thank you for your assistance.

Sincerely,

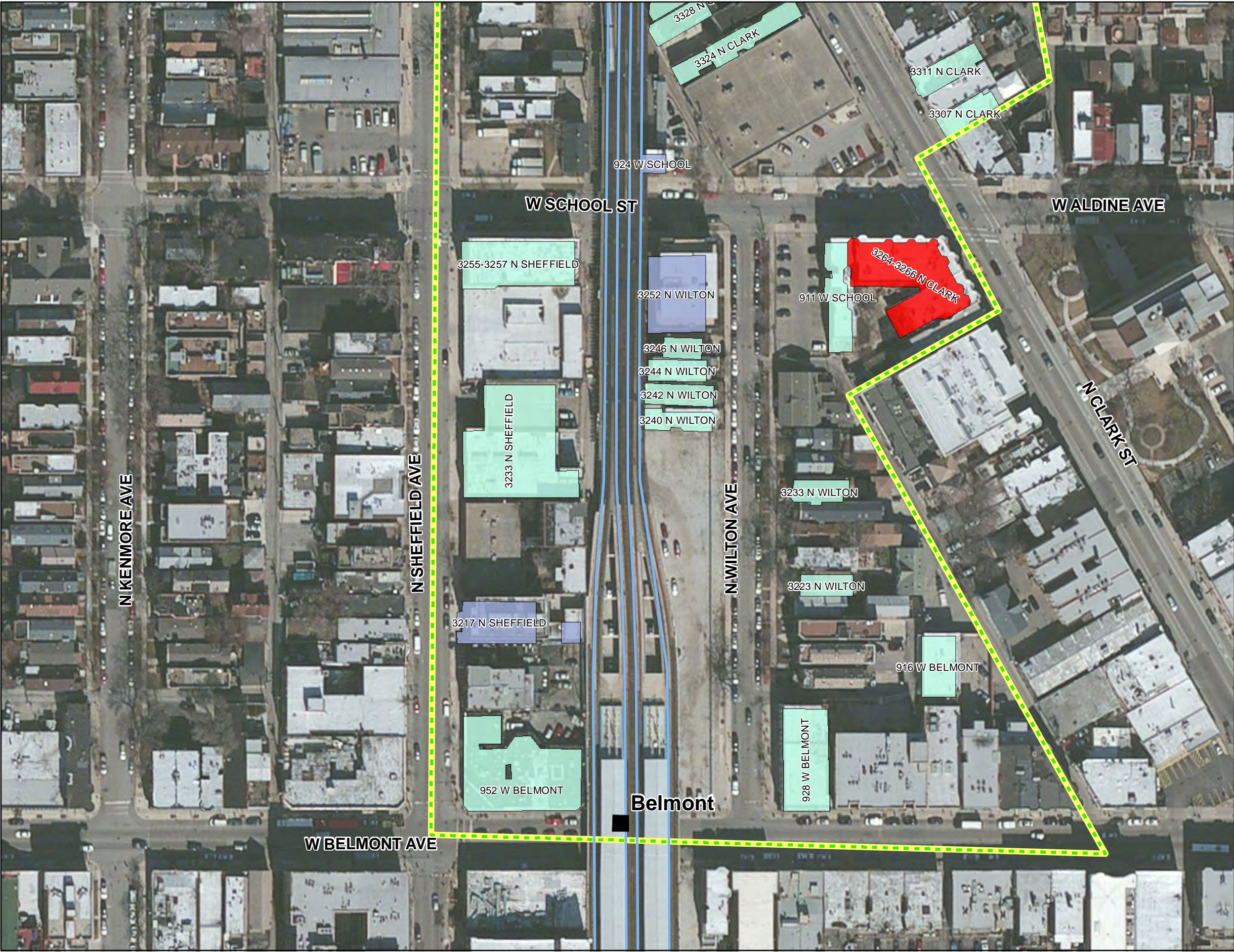


Marisol R. Simón
Regional Administrator

Enclosures:

Red and Purple Modernization Phase One projects – Section 106 Consultation Process History and Proposed Updates, which includes Attachments A and B

cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
Michael Booth, CWC Transit Group

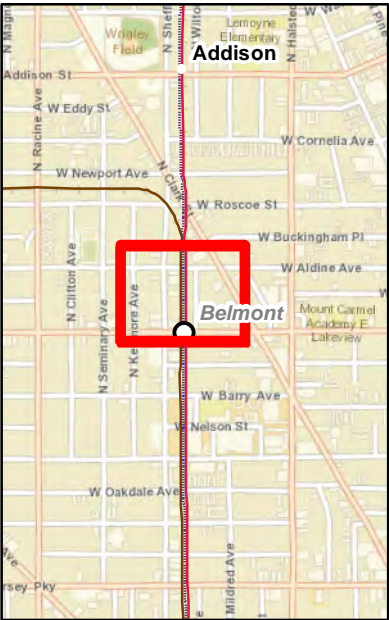


Attachment A

RPM EIS APE and Eligibility
with Recommended EA Modifications

Map Panel: 1 - Red-Purple Bypass

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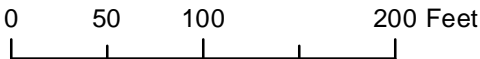
Legend

- Red-Purple Bypass APE
- 106 APE for RPM EIS
- Historic Districts
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed

North



Scale

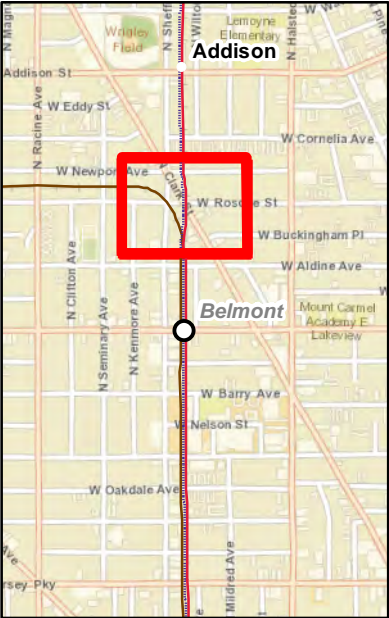


Attachment A

RPM EIS APE and Eligibility
with Recommended EA Modifications

Map Panel: 2 - Red-Purple Bypass

Inset



Legend

- Red-Purple Bypass APE
- 106 APE for RPM EIS
- Historic Districts
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed

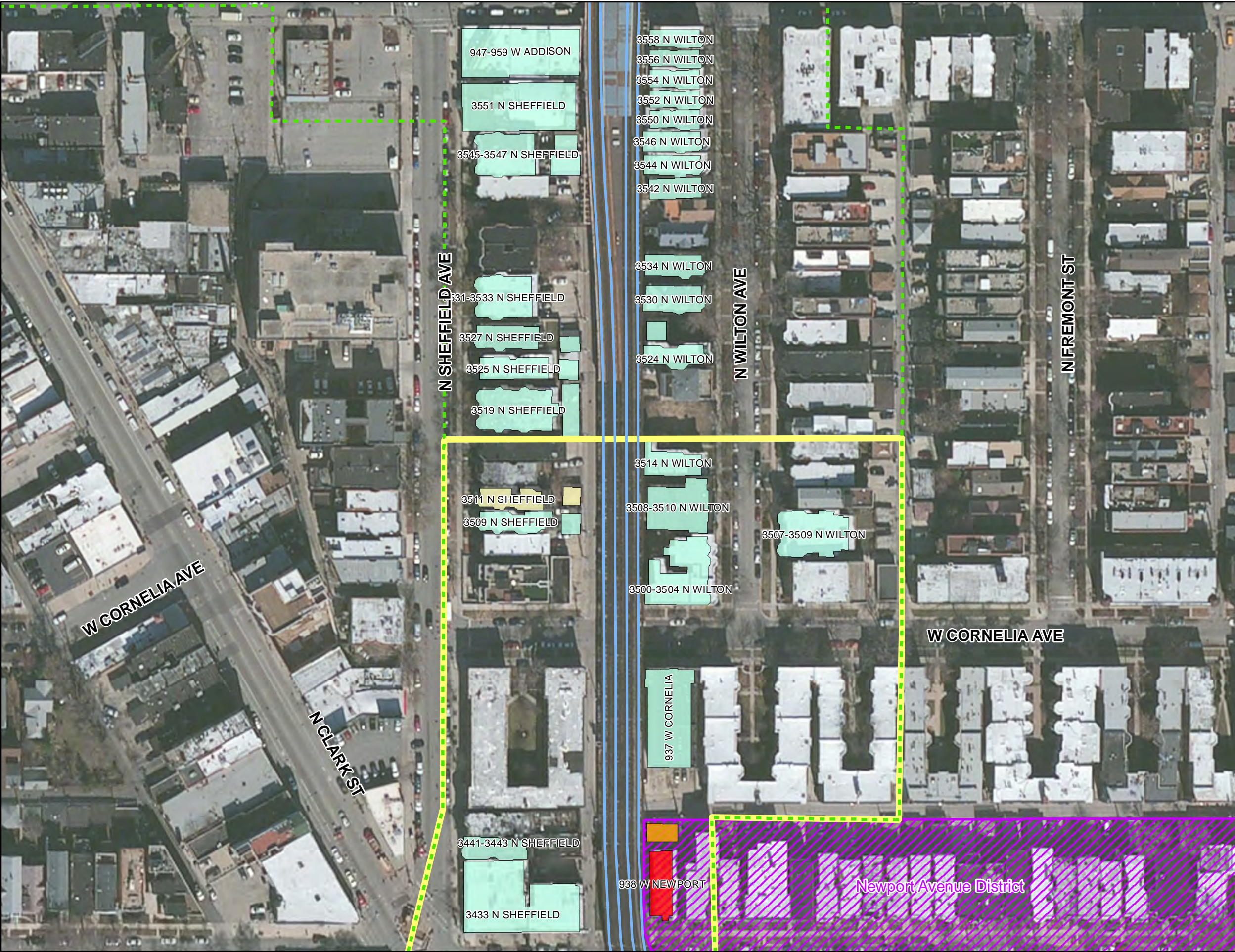
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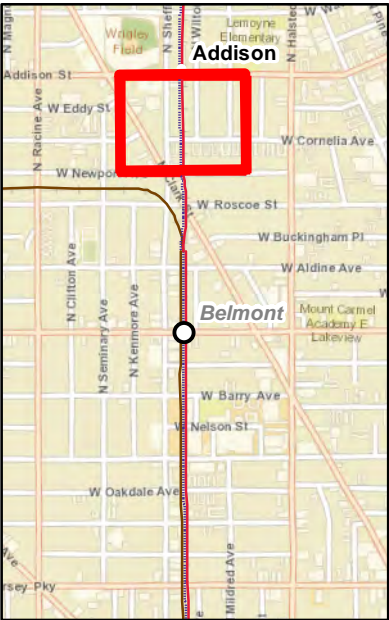




Attachment A
RPM EIS APE and Eligibility
with Recommended EA Modifications

Map Panel: 3 - Red-Purple Bypass

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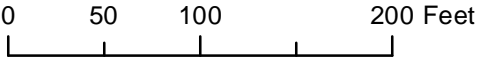
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- Red-Purple Bypass APE
- 106 APE for RPM EIS
- Historic Districts
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed

North



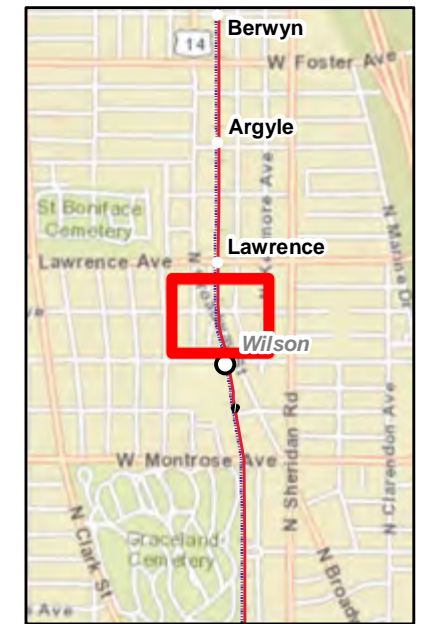
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Attachment B

RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 1 - Lawrence to Bryn Mawr
Modernization

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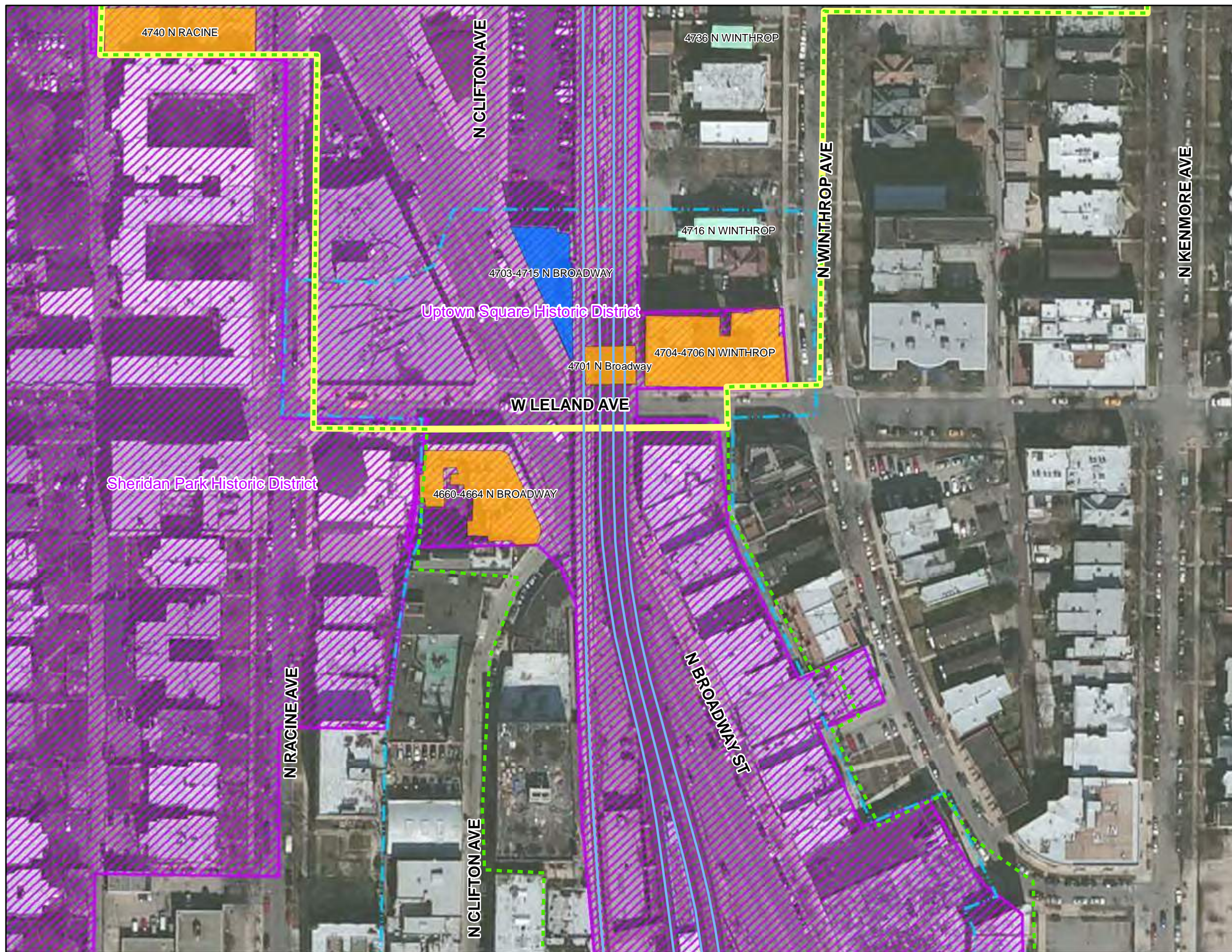
- Lawrence to Bryn Mawr Modernization APE
- 106 APE for RPM EIS
- Historic Districts
- Wilson Station APE
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed

North



Scale

0 50 100 200 Feet



Attachment B

RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 2 - Lawrence to Bryn Mawr
Modernization

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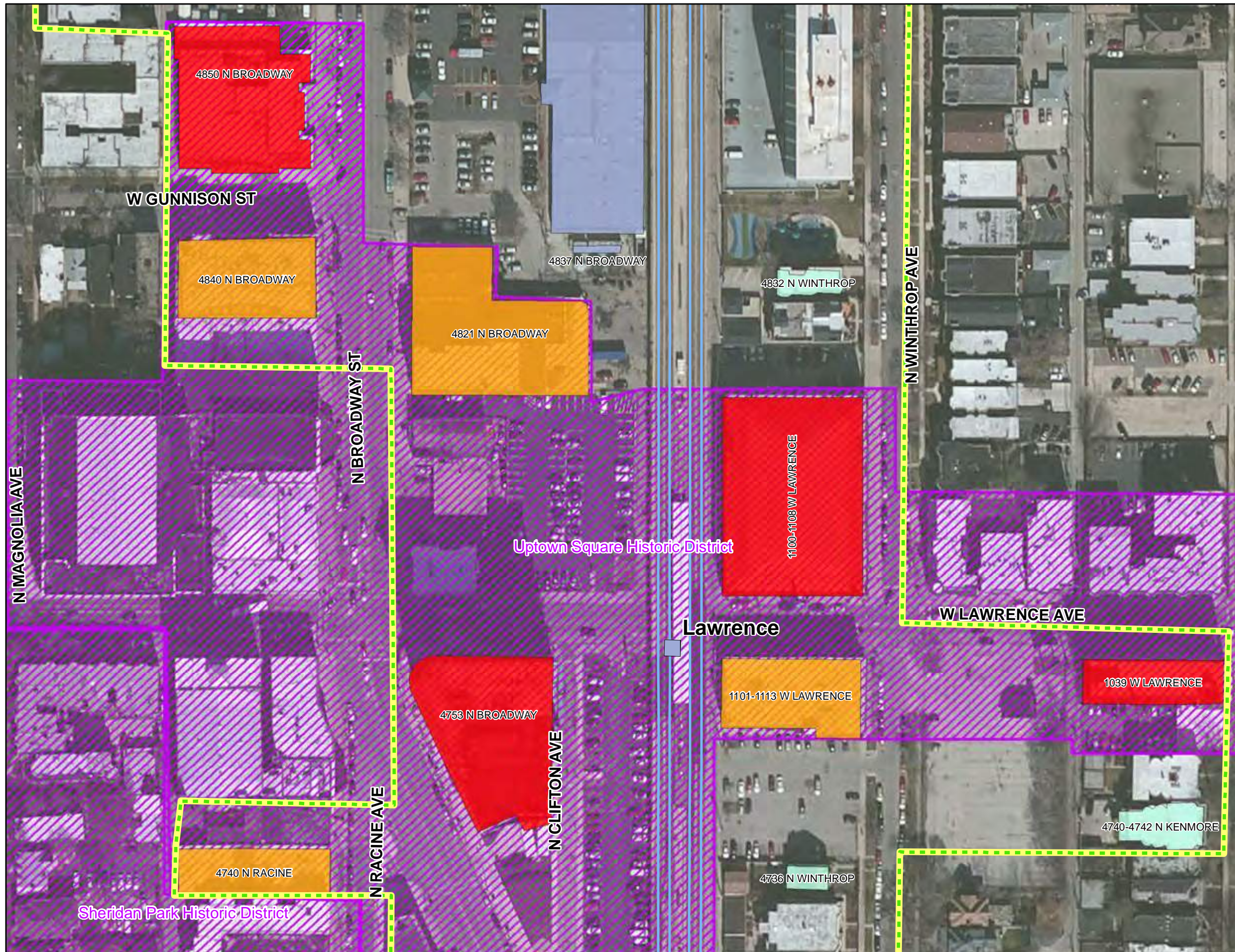
- Lawrence to Bryn Mawr Modernization APE
 - 106 APE for RPM EIS
 - Historic Districts
 - Wilson Station APE
- Surveyed Historic Properties**
- Eligible
 - Listed
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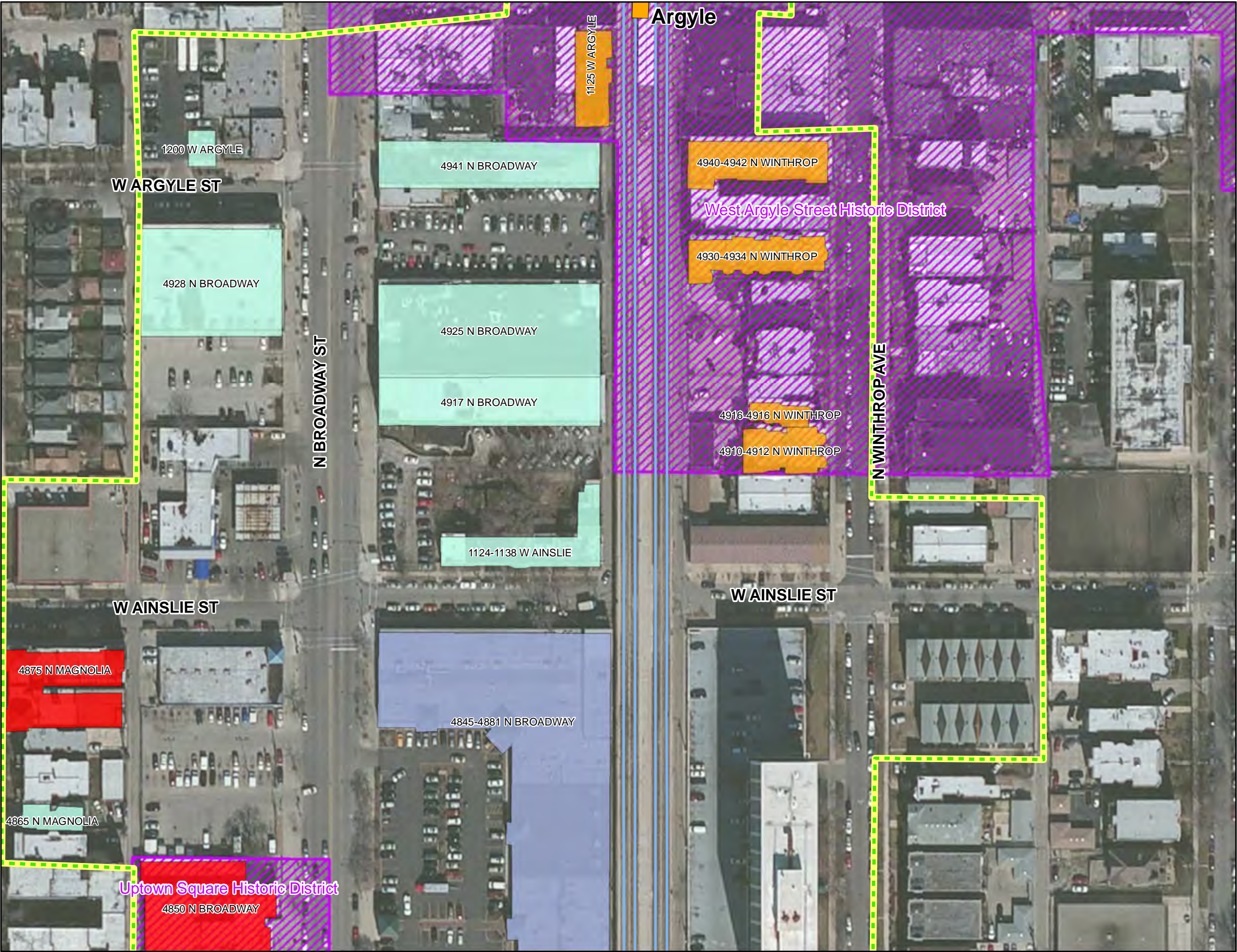
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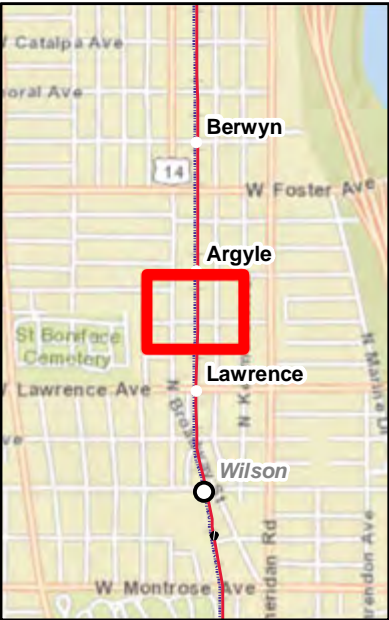
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Attachment B
RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 3 - Lawrence to Bryn Mawr
Modernization

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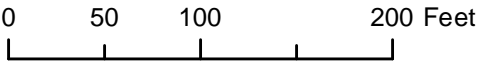


Legend

- Lawrence to Bryn Mawr Modernization APE
- 106 APE for RPM EIS
- Historic Districts
- Wilson Station APE
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed



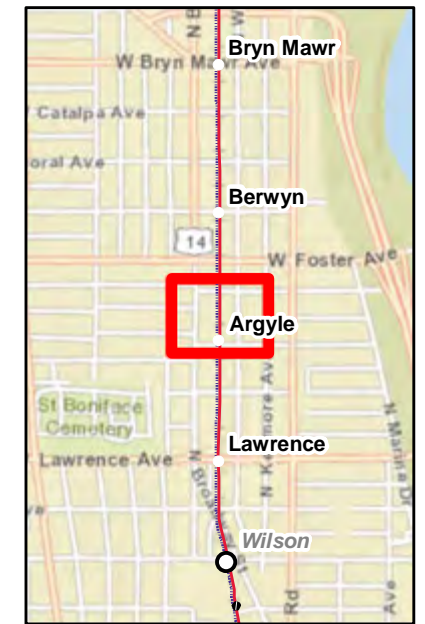
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Attachment B

RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 4 - Lawrence to Bryn Mawr
Modernization

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Legend

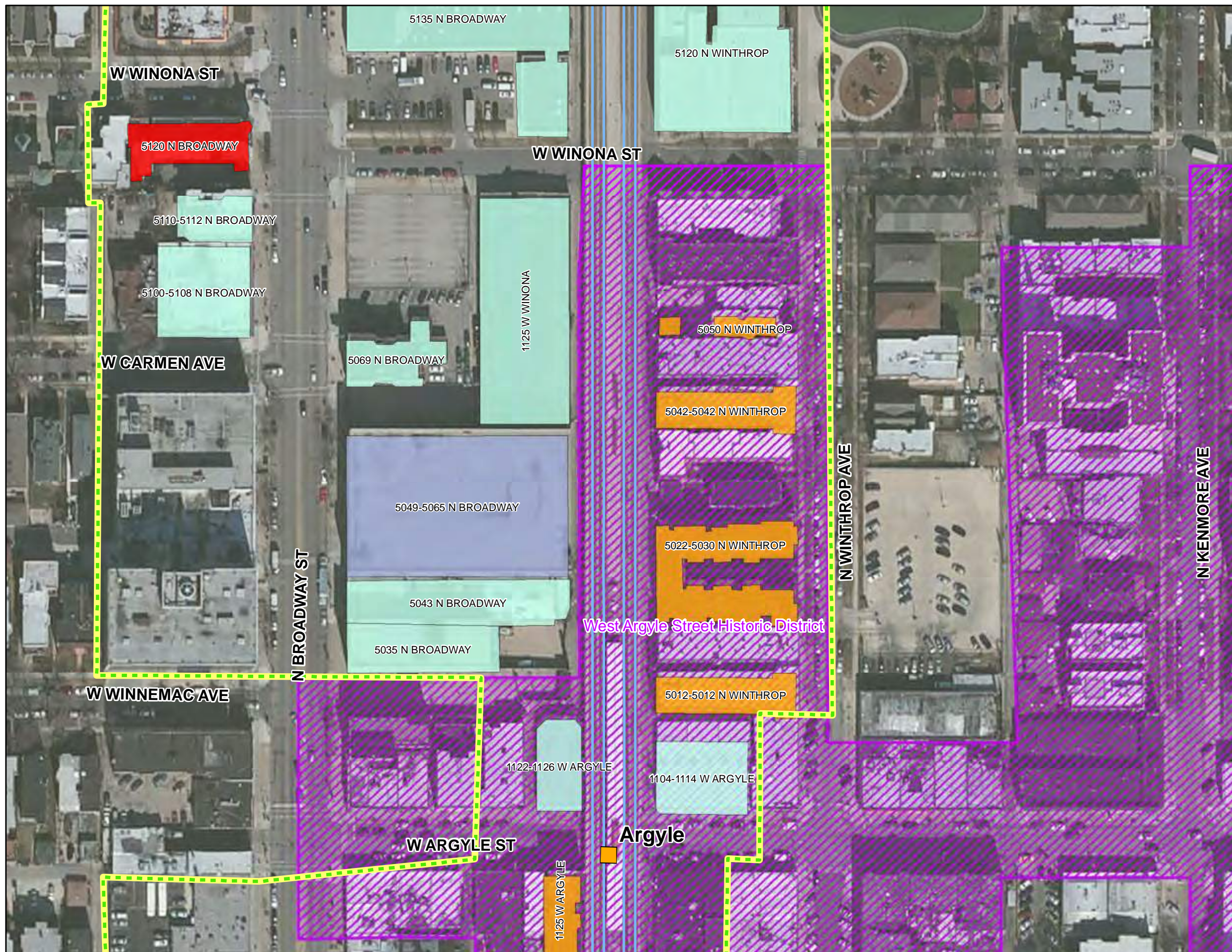
- Lawrence to Bryn Mawr Modernization APE
- 106 APE for RPM EIS
- Historic Districts
- Wilson Station APE
- Surveyed Historic Properties**
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 - Local Landmark
 - Modern
 - Not Eligible
 - Razed

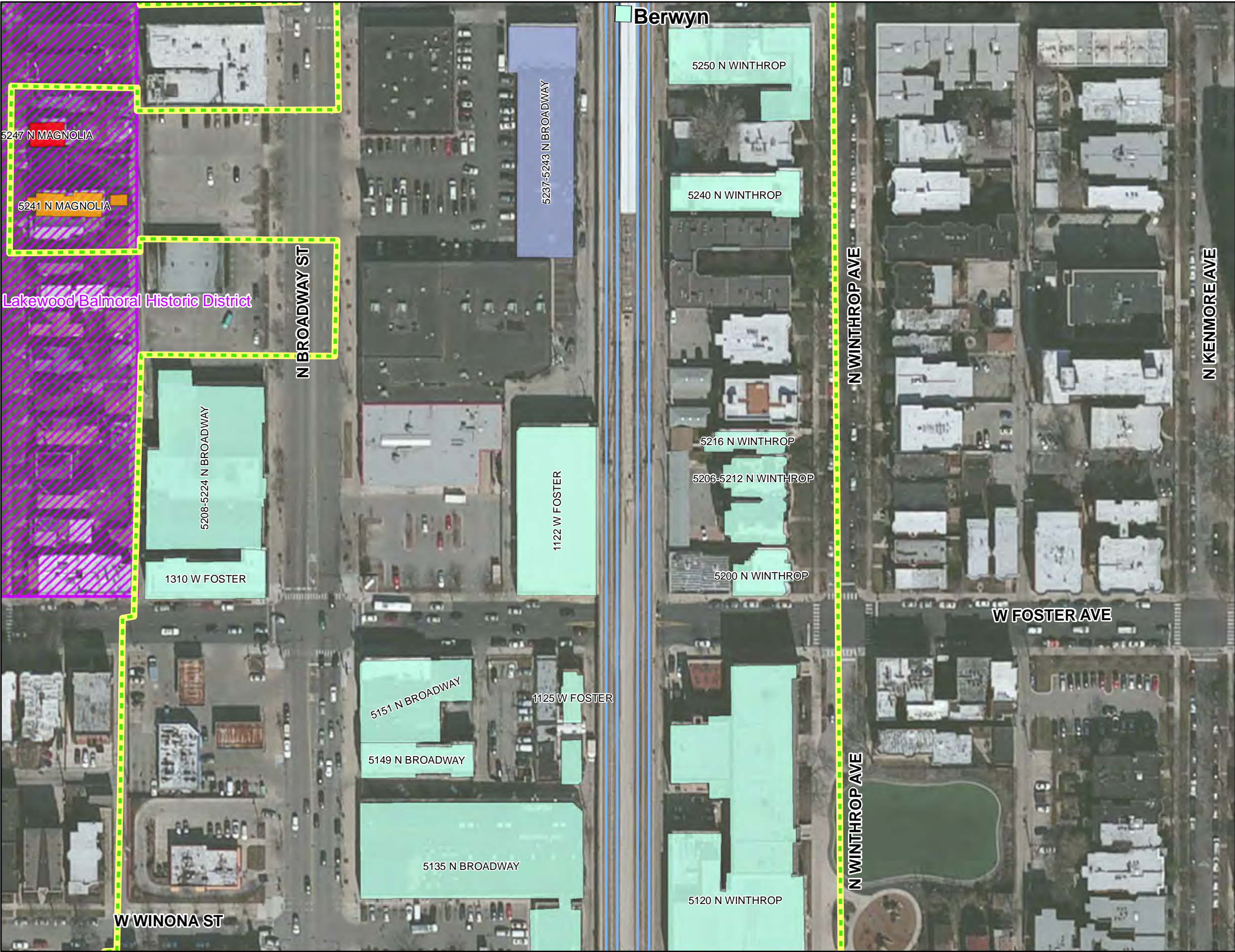
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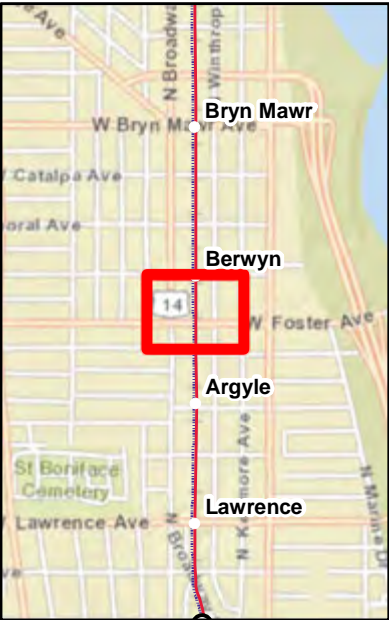
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Attachment B
RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 5 - Lawrence to Bryn Mawr
Modernization

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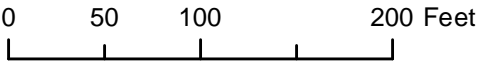
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- Lawrence to Bryn Mawr Modernization APE
- 106 APE for RPM EIS
- Historic Districts
- Wilson Station APE
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed

North



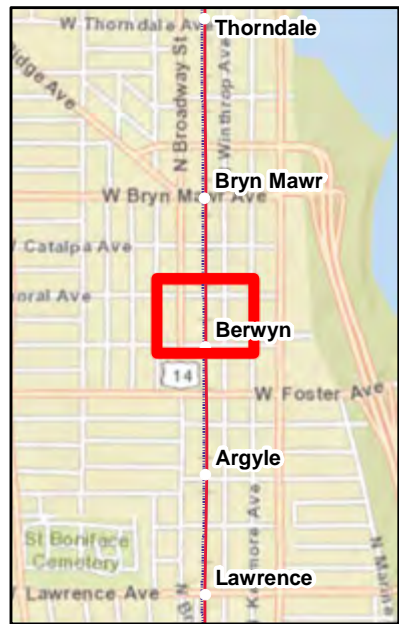
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Attachment B

RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 6 - Lawrence to Bryn Mawr
Modernization

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Legend

- Lawrence to Bryn Mawr Modernization APE
- 106 APE for RPM EIS
- Historic Districts
- Wilson Station APE
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed

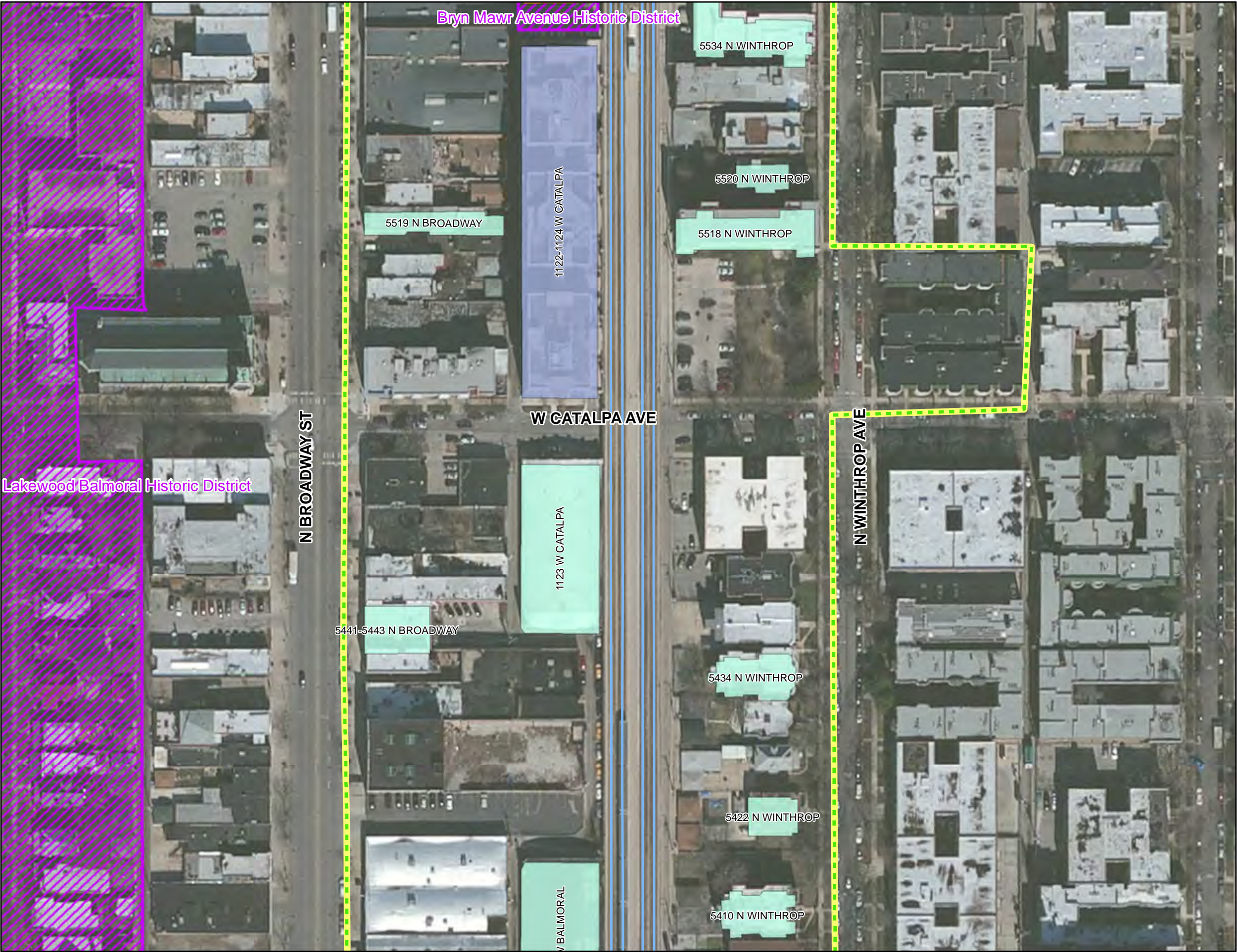
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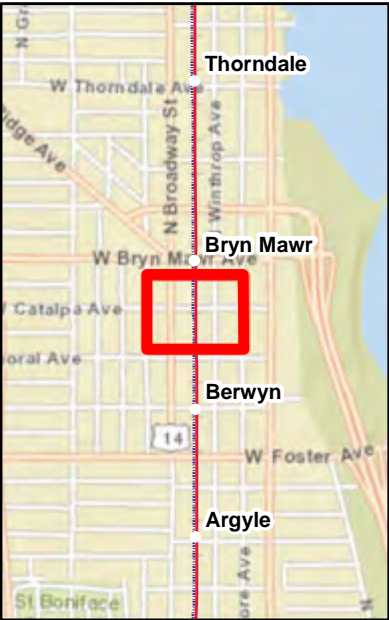
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RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 7 - Lawrence to Bryn Mawr
Modernization

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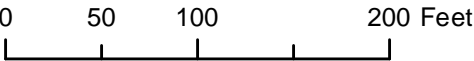


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- Lawrence to Bryn Mawr Modernization APE
- 106 APE for RPM EIS
- Historic Districts
- Wilson Station APE
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed



Scale





Attachment B

RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 8 - Lawrence to Bryn Mawr
Modernization

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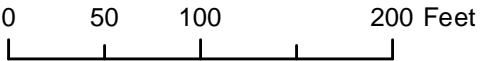
Legend

- Lawrence to Bryn Mawr Modernization APE
- 106 APE for RPM EIS
- Historic Districts
- Wilson Station APE
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed

North



Scale





Attachment B

RPM EIS APE and Eligibility
with Recommended EA Modifications
Map Panel: 9 - Lawrence to Bryn Mawr
Modernization

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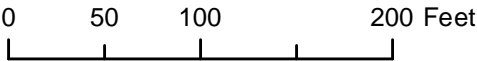


Legend

- Lawrence to Bryn Mawr Modernization APE
- 106 APE for RPM EIS
- Historic Districts
- Wilson Station APE
- Surveyed Historic Properties**
 - Eligible
 - Listed
 - Contributing
 - Local Landmark
 - Modern
 - Not Eligible
 - Razed



Scale





April 17, 2014

Anne Haaker
Illinois Historic Preservation Agency (SHPO)
One Old State Capitol Plaza
Springfield, IL 62701

Dear Section 106 Consulting Party:

As you are aware, the Chicago Transit Authority (CTA), as a grantee of the Federal Transit Administration (FTA), has been working for some time in preparing an Environmental Impact Statement (EIS) to modernize and bring into a state of good repair existing transit stations, track systems, and structures along 9.6 miles of the north Red and Purple lines as part of the Red and Purple Modernization (RPM) Project.

As part of the required consultation process under Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations (36 CFR 800), FTA and CTA have reached out to the Illinois Historic Preservation Agency and other consulting parties over the past two years regarding historic resources in the vicinity that could be affected by the proposed project.

Since we last met, CTA and FTA have been in the process of developing a phased, tailored approach for implementing the RPM corridor vision. A tailored National Environmental Policy Act (NEPA) approach for each project of independent utility within the first phase has been determined to better reflect the work to be conducted in the timeline expected by the public. Phase One of the RPM corridor vision includes two NEPA Environmental Assessments (EAs) for two discrete projects within the original 9.6-mile corridor. The two EAs will analyze the following two projects from the original RPM EIS:

- **Red-Purple Bypass:** Construction of a bypass for the Brown Line at Clark Junction, just north of Belmont Station (Lakeview Neighborhood) and
- **Lawrence to Bryn Mawr Modernization:** Modernization of four Red line stations (Lawrence, Argyle, Berwyn and Bryn Mawr) and aging structures from Leland Avenue in the south to Hollywood Avenue in the north (Uptown and Edgewater Neighborhoods).

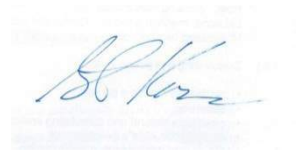
Phase One also includes two NEPA Categorical Exclusions (CEs) for two additional smaller projects which will be conducted within CTA's rail right-of-way. These two smaller projects include corridor signal improvements along approximately 3.5 miles from Belmont Station on the south to Granville Station on the north, as well as continued interim capital maintenance work on the existing track and structures necessary to keep the track in operable condition, from Belmont Station to Linden Station. The enclosed **Figure 1** shows a general overview of the location for the four Phase One projects. Improvements for the remaining areas within the original 9.6-mile corridor will be determined at a future point in time.

With this letter, we would like to inform you of three main things:

1. Due to the new tailored approach for the RPM Project, the new EA project limits cover two smaller areas than the original 9.6-mile EIS corridor. However, the level and rigor of Section 106 analysis for these two discrete projects will be the same as was previously planned for these project elements in the EIS. If your organization is still interested in receiving Section 106 consultation materials for the Red-Purple Bypass Project, the Lawrence to Bryn Mawr Modernization Project, or both EA projects, please contact me (SHands@transitchicago.com) and we will include you in the contact list for the EA project or projects in which you have an interest. If we do not hear otherwise in the next 30 days, we will assume your organization does not plan to participate in the consultation process for either Phase One EA project.
2. The next meetings for the Section 106 consultation process are tentatively planned for June 2014. We will hold separate meetings for the Red-Purple Bypass Project and the Lawrence to Bryn Mawr Modernization Project, but both meetings will occur on the same day. At the meetings, we will discuss historic resources in the vicinity and potential project effects. We will provide you with further details regarding the meeting date, times, and location in the coming months.
3. CTA is hosting two public open houses in May 2014 to share details on the two EA-level projects. These open houses are independent of the formal Section 106 consultation process, but you are welcome to attend if you would like to know more about these projects. Please see the enclosed postcard for additional information on meeting dates, times and locations.

We look forward to working with you on the RPM Phase One projects. Thank you for your willingness to participate; your input will help us ensure project effects on historic resources are given due consideration as the projects develop. If you have any questions or concerns prior to the meeting, please feel free to contact Steve Hands, project manager for CTA, at (312) 681-4169 or via email at SHands@transitchicago.com.

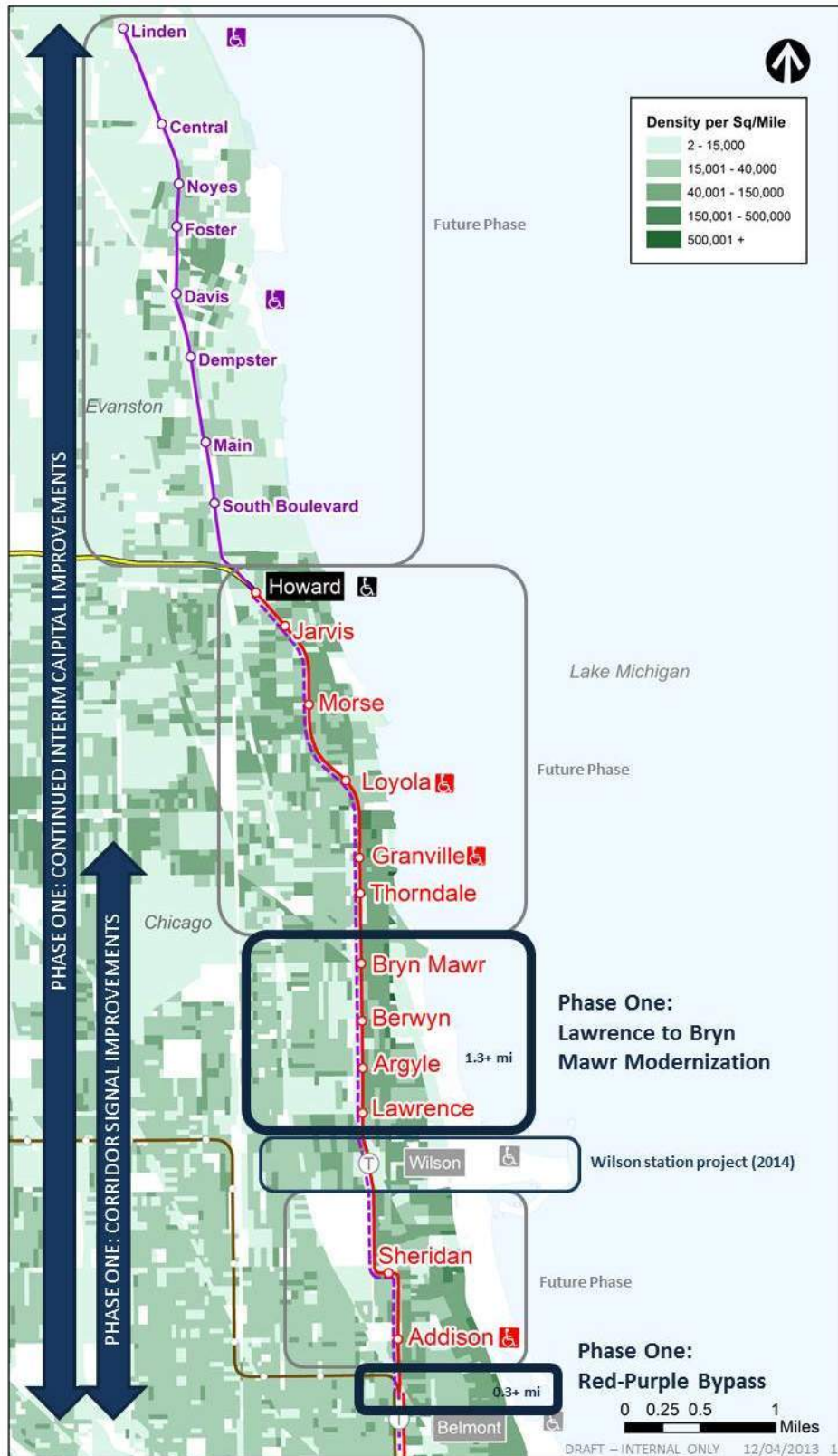
Sincerely,

A handwritten signature in blue ink, appearing to read "S. Hands", is placed over a faint, rectangular, light blue background.

Steve Hands
CTA Project Manager

Enclosures: Open House Postcard
 Figure 1 - RPM Corridor and Phase One Improvement Map

Figure 1: RPM Corridor and Phase One Improvement Map



Recipients**April 17, 2014 Update Letter**

Anne Haaker, Illinois Historic Preservation Agency (SHPO)

David Halpin, Illinois Historic Preservation Agency (SHPO)

Terry Tatum, Chicago Historic Preservation Division; Dept of Housing and Economic
Development

Carlos Ruiz, Evanston Preservation Commission

Ward Miller, Preservation Chicago

Bonnie McDonald, Landmarks Illinois

Lisa DiChiera, Landmarks Illinois

Luciana Crovato, Chicago History Museum

LeRoy Blommaert, Edgewater Historical Society & Museum

Cindi Anderson, Uptown Chicago Commission, Committee on Zoning & Land Use

Tim Jeffries, Friends of the Park

Martin Tangora, Uptown Historical Society

George Strack, Miami Tribe of Oklahoma



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

RECEIVED

June 26, 2014

JUL - 3 2014

PRESERVATION SERVICES

IHPA REVIEW
H/A _____
AC _____
AR _____
File _____

Illinois Historic Preservation Agency
Attn: Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
1 Old State Capitol Plaza
Springfield, Illinois 62701-1512

Re: Red-Purple Bypass Project, Section 106 APE Expansion IHPA Log # 001052814

Dear Ms. Haaker:

This letter is intended as a follow-up to our April 10, 2014 correspondence on the Red-Purple Bypass Project, which includes the proposed construction of a bypass for the Brown Line at Clark Junction, north of Belmont Station in the Lakeview community area in Chicago. In our previous letter, we identified the proposed boundaries for the Area of Potential Effect (APE) for the Section 106 analysis. Your office concurred with this APE boundary on May 28, 2014.

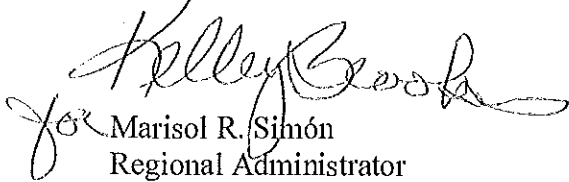
Since that time, the Chicago Transit Authority (CTA) conducted a series of public open houses to engage local stakeholders in the project. At these meetings CTA received multiple comments about the physical transition of the proposed bypass track structure back to the existing Brown Line track structure between Sheffield Ave and Seminary Ave, and concern about potential construction impacts along the alley adjacent to the alignment transition.


As a result, we propose to expand the APE for the Red-Purple Bypass project further west along the Brown Line, extending the boundary to Seminary Avenue to fully capture any potential effects of construction near the transition from the proposed bypass to the existing track. The proposed APE expansion is shown in the attached figure. The expansion area contains approximately 20 to 25 additional structures that will be surveyed and presented alongside the other eligibility recommendations at the summer 2014 Section 106 Supplemental Eligibility and Effects Meeting. The entire APE boundary has been reviewed in light of the public open house comments and no further changes are recommended.

Via reply letter or email, we ask for your concurrence with the proposed change in the APE boundary.

Thank you for your willingness to participate in this project. Your input will help us ensure that historic resources are given due consideration as the project develops. If you have any questions or concerns, please feel free to contact Mark Assam at 312-353-4070 or mark.assam@dot.gov.

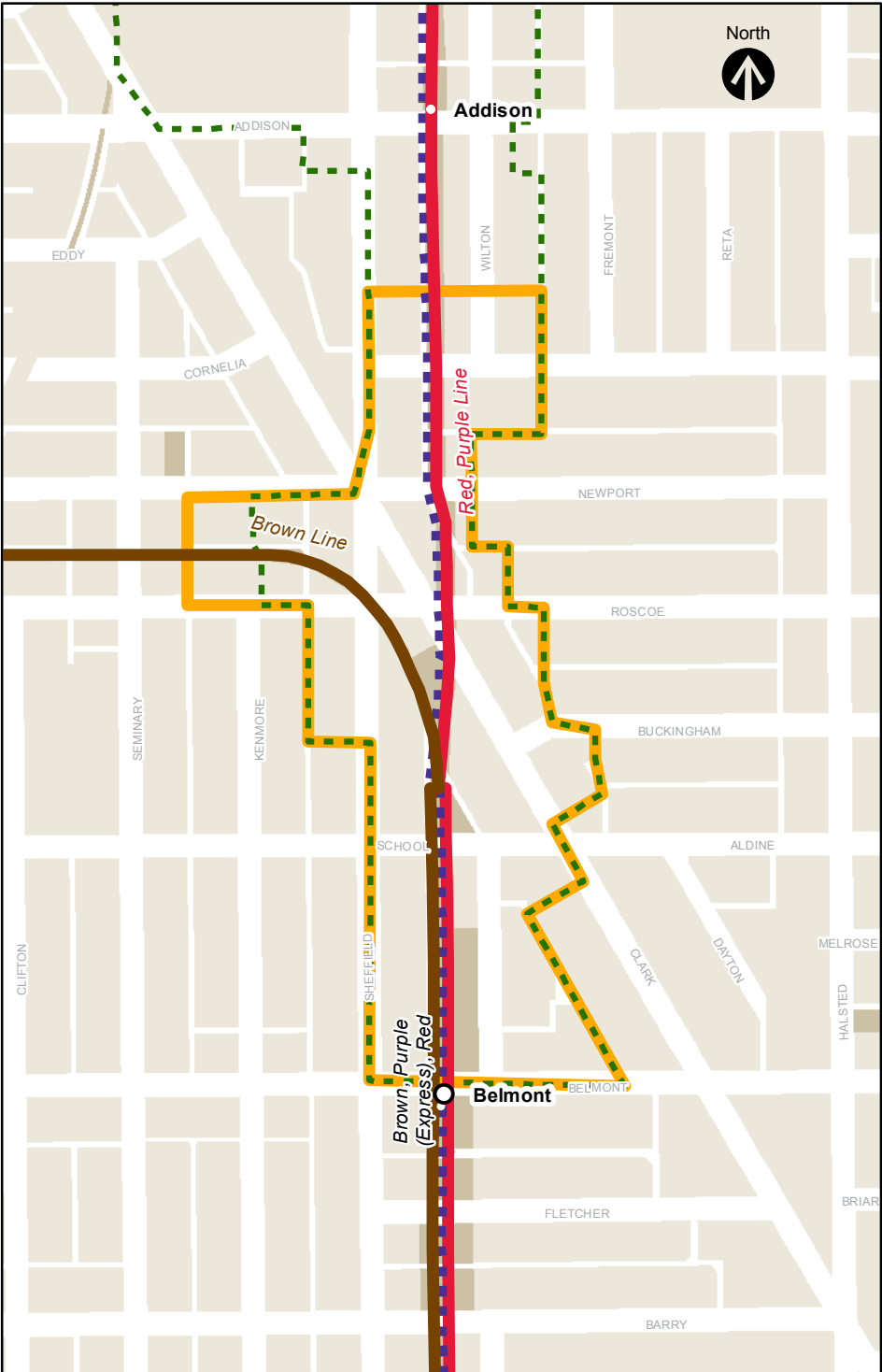
Sincerely,


for Marisol R. Simón
Regional Administrator

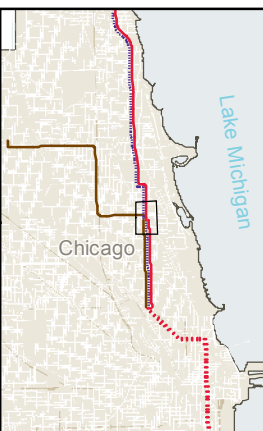
CONCUR
By: 
Deputy State Historic Preservation Officer
Date: SHA 7/9/14

Enclosure: Map of Proposed Expansion to Red-Purple Bypass Project APE

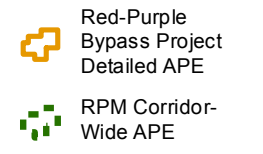
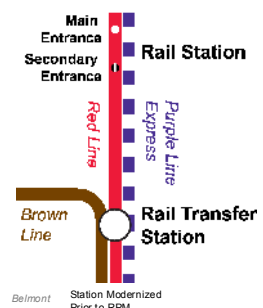
cc: Reginald Arkell, Federal Transit Administration
Mark Assam, Federal Transit Administration
Tony Greep, Federal Transit Administration
Michael McLaughlin, Chicago Transit Authority
Steve Hands, Chicago Transit Authority
Michael Booth, CWC Transit Group
David Halpin, Illinois Historic Preservation Agency



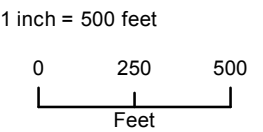
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Legend



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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

August 4, 2014

Mr. George Strack
Miami Tribe of Oklahoma
202 S. Eight Tribes Trail
Miami, OK 74354

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Mr. Strack:

As you are aware, the Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) have been conducting technical analyses on proposed improvements to the Red Line in Chicago. Since our last communication, FTA and CTA have decided to develop a phased approach for implementing the Red and Purple Modernization (RPM) Program. We feel a phased approach for compliance with the National Environmental Policy Act (NEPA) will better reflect our work and meet the public's expectations for timely delivery of improvements.

Phase One of the RPM Program includes Environmental Assessments (EA) for two discrete projects within the original 9.6-mile corridor: (1) the Red-Purple Bypass Project and (2) the Lawrence to Bryn Mawr Modernization Project. We anticipate that Phase One will also include Categorical Exclusions (CEs) for two additional, smaller projects within CTA's right-of-way, which are expected to have no significant environmental impacts.

As part of the required consultation process under Section 106 of the National Historic Preservation Act (NHPA), FTA and CTA have reached out to the Illinois Historic Preservation Agency and other consulting parties over the past two years regarding above ground historic resources that could be affected by the proposed project. We initiated Section 106 consultation with consulting parties in July 2012. In November 2012, we met to discuss the identification of resources that meet the eligibility criteria for the National Register of Historic Places (NRHP). Since then, we have refined the range of alternatives considered for Phase One of the RPM Program and have developed proposed supplemental eligibility and effects determinations (attached) for all buildings within the smaller Area of Potential Effects (APE) for each EA project.

In April 2014, CTA sent you a status update on the RPM Program and Phase One projects. Enclosed, you will find materials summarizing our draft findings for the Lawrence to Bryn Mawr Modernization Project.

Re: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

We invite you to familiarize yourself with these materials and join us for an in-person meeting where we will present our draft findings. We will host a meeting for the Lawrence to Bryn Mawr Modernization Project at **9:30 a.m. on Thursday, August 21, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). Please note that a similar meeting will occur for the Red-Purple Bypass Project later this fall. You will receive additional materials in the coming weeks for that project.

In addition to this invitation letter, CTA will also be providing an invitation via email for this meeting. Please contact Mark Assam (Mark.Assam@dot.gov) if you plan on attending the Lawrence to Bryn Mawr Modernization Project meeting. A call-in option can also be offered if you are unable to attend in person. As this meeting will focus on above ground structures, we would like to offer to hold a separate conference call with you if there are any specific cultural/historic concerns you would like to discuss related to the project. A records check did not identify any known archaeological sites in the project vicinity.

With this letter, the following materials are enclosed for your review:

- Proposed Supplemental Eligibility & Draft Effects Report
- Eligibility DVD with individual property survey forms and a summary table
- Maps (included as Appendix A to the Report), which show the Area of Potential Effects and recommended NRHP eligibility findings for each property

We will use these materials to guide our discussions during the August 21 meeting. You are welcome to provide comments during the meeting or to submit written follow-up comments on the materials. Written comments should be sent by e-mail to Mark Assam at Mark.Assam@dot.gov by September 5, 2014. The project team will consider your comments before advancing to the final stage in the consultation process, in which we will examine measures to avoid, minimize, and mitigate any identified adverse effects on historic resources. The consultation process is expected to culminate in a Memorandum of Agreement, which would be included in the NEPA decision document for the project.

We look forward to working with you on the RPM Phase One projects. If you have any questions or concerns prior to the meeting, please feel free to contact Mark Assam at (312) 353-4070 or via email at Mark.Assam@dot.gov.

Sincerely,



Marisol R. Simón
Regional Administrator

cc: Reginald Arkell, FTA
Mark Assam, FTA
Steve Hands, CTA

Enclosures



August 4, 2014

Anne Haaker
Illinois Historic Preservation Agency
One Old State Capitol Plaza
Springfield, IL 62701

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Ms. Haaker:

As you are aware, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red Line in Chicago. Since the last time we met, CTA and FTA have decided to develop a phased approach for implementing the Red and Purple Modernization (RPM) Program. We feel a phased approach for compliance with the National Environmental Policy Act (NEPA) will better reflect our work and meet the public's expectations for timely delivery of improvements.

Phase One of the RPM Program includes Environmental Assessments (EA) for two discrete projects within the original 9.6-mile corridor: (1) the Red-Purple Bypass Project and (2) the Lawrence to Bryn Mawr Modernization Project. We anticipate that Phase One will also include Categorical Exclusions (CEs) for two additional, smaller projects within CTA's right-of-way, which are expected to have no significant environmental impacts.

As part of the required consultation process under Section 106 of the National Historic Preservation Act (NHPA), FTA and CTA have reached out to the Illinois Historic Preservation Agency and other consulting parties over the past two years regarding historic resources that could be affected by the proposed project. We initiated Section 106 consultation with consulting parties in July 2012. In November 2012, we met to discuss the identification of resources that meet the eligibility criteria for the National Register of Historic Places (NRHP). Since then, we have refined the range of alternatives considered for Phase One of the RPM Program and have completed supplemental eligibility and effects determinations (attached) for all buildings within the smaller Area of Potential Effect (APE) for each EA project.

In April 2014, CTA sent you a status update on the RPM Program. In response, you indicated that you would like to continue to participate in the Section 106 process for the Lawrence to Bryn Mawr Modernization Project. Enclosed, you will find materials summarizing our draft findings for the project. Please take some time to familiarize yourself with these materials and

join us for an in-person meeting where we will present our draft findings. We will host a meeting for the Lawrence to Bryn Mawr Modernization Project at **9:30 a.m. on Thursday, August 21, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). Please note that a similar meeting will occur for the Red-Purple Bypass Project later this fall. CTA is refining conceptual designs for the Red-Purple Bypass Project to minimize impacts based on public comments received at the May 2014 open house meeting. If you have elected to participate in that project, you will receive additional materials in the coming weeks.

Please contact CTA's Project Manager, Steve Hands (SHands@transitchicago.com), if you plan on attending the Lawrence to Bryn Mawr Modernization Project meeting so your name can be added to the building security list. A call-in option can be offered for those who are unable to attend in person. You should receive a meeting invitation for the meeting in the near future via e-mail.

With this letter, the following materials are enclosed for your review:

- Supplemental Eligibility & Draft Effects Report
- Eligibility DVD with individual property survey forms and a summary table
- Maps (included as Appendix A to the Report), which show the Area of Potential Effects and recommended NRHP eligibility findings for each property

We will use these materials to guide our discussions during the August 21 meeting. You are welcome to provide comments during the meeting or to submit written follow-up comments on the materials. Written comments should be sent by e-mail to Steve Hands at SHands@transitchicago.com by September 5, 2014. The team will consider your comments before advancing to the final stage in the consultation process, in which we will examine measures to avoid, minimize, and mitigate any identified adverse effects on historic resources. The consultation process is expected to culminate in a Memorandum of Agreement, which would be included in the NEPA decision document for the project.

We look forward to working with you on the RPM Phase One projects. If you have any questions or concerns prior to the meeting, please feel free to contact Steve Hands, project manager for CTA, at (312) 681-4169 or via email at SHands@transitchicago.com.

Sincerely,



Steve Hands
CTA Project Manager

Materials Sent to:

Anne Haaker & David Halpin, Illinois Historic Preservation Agency

Terry Tatum, Chicago Historic Preservation Division

Ward Miller, Preservation Chicago

Lisa DiChiera, Landmarks Illinois

LeRoy Blommaert, Edgewater Historical Society & Museum

Cindi Anderson, Uptown Chicago Commission

Cassandra Francis, Friends of the Park

Martin Tangora, Uptown Historical Society

Mark Assam, FTA

Marlise Fratinardo, CTA

Michael Booth & Jenifer Palmer, CWC consultant team



Proposed Supplemental Eligibility & Draft Effects Report: Lawrence to Bryn Mawr Modernization Project

For Discussion at the summer 2014 Effects Meeting as part of the
Section 106 Consultation Process for Historic Resources

July 30, 2014

Prepared for:
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661

Prepared by:

125 South Wacker Drive
Suite 600
Chicago, IL 60606



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Attachments

Eligibility CD with Individual Survey Forms and Summary Table

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Project APE

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Section 1

Summary

1.1 Introduction

The Red Ahead program is a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line, the Red Line. As part of the program, the Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) have been conducting technical analyses on proposed improvements to the line. One component of this effort, the Red and Purple Modernization (RPM) Program, is a series of improvements to the North Red Line (from just north of Belmont station to Howard station) and Evanston Branch (from Howard station to Wilmette) to increase passenger capacity and modernize transit stations, track systems, and structures. The RPM Program stretches 9.6 miles through the Lakeview, Uptown, Edgewater, and Rogers Park community areas, the City of Evanston, and the Village of Wilmette.

As part of the required consultation process under Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations (36 CFR 800), FTA and CTA reached out to consulting parties on several occasions, including:

- FTA and CTA hosted a conference call with Illinois Historic Preservation Agency (IHPA) on June 7, 2012 to present the recommended Area of Potential Effects (APE)¹ and review the proposed methodology for field surveys.
- FTA and CTA sent an invitation to participate to a group of state and local organizations on July 23, 2012 to formally initiate the Section 106 consultation process.
- FTA and CTA sent recommendations regarding National Register of Historic Places (NRHP) eligibility for historic properties along the 9.6-mile RPM corridor to consulting parties on October 22, 2012 to begin a 30-day comment period.
- FTA and CTA met with consulting parties on November 7, 2012 to discuss NRHP eligibility for historic properties along the RPM corridor.
- FTA and CTA received IHPA's concurrence on the APE and NRHP eligibility recommendations on November 30, 2012.

¹ In the context of Section 106, the APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist" (36 CFR 800.16.d).

- Based on comments received following the eligibility meeting, CTA provided responses to comments from consulting parties on eligible properties via electronic mail on January 15, 2013.

Since that time, CTA and FTA have been developing a phased approach for implementing the RPM corridor vision. We determined that a phased approach would better reflect our work and meet the public's expectations for timely delivery of improvements. We decided that rather than do an Environmental Impact Statement (EIS) for the entire corridor, as we originally planned, instead we would prepare an Environmental Assessment (EA) for two discrete projects as part of Phase One of the RPM Program. The EAs will analyze the following two projects:

- **Red-Purple Bypass:** Construction of a bypass for the Brown Line at Clark Junction, north of Belmont station and
- **Lawrence to Bryn Mawr Modernization:** Modernization of four Red Line stations (Lawrence, Argyle, Berwyn and Bryn Mawr) and aging rail structures from Leland Avenue in the south to north of the Hollywood Avenue viaduct.

We anticipate that Phase One will also include Categorical Exclusions (CEs) for two additional smaller projects that are in the existing transportation right-of-way (ROW) and are expected to have no significant environmental impact:

- **Corridor Signal Improvements:** Signal improvement and modernization along approximately 3.5 miles from Belmont station in the south to Granville station in the north.
- **Continued Interim Capital Improvements:** Interim capital maintenance work to the track and rail structures necessary to keep the track in operable condition. These improvements would take place on existing infrastructure. The improvements include track work from Belmont station to Leland Avenue on elevated structure and, from Leland Avenue to Linden station, generally on existing embankment. This work would not change the functional use of the CTA rail facility.

The Phase One projects and their relationship to the entire RPM corridor are presented in **Figure 1-1**. Each of these proposed projects would consider a No-Build and Build Alternative, based on the range of alternatives developed during the original EIS process.

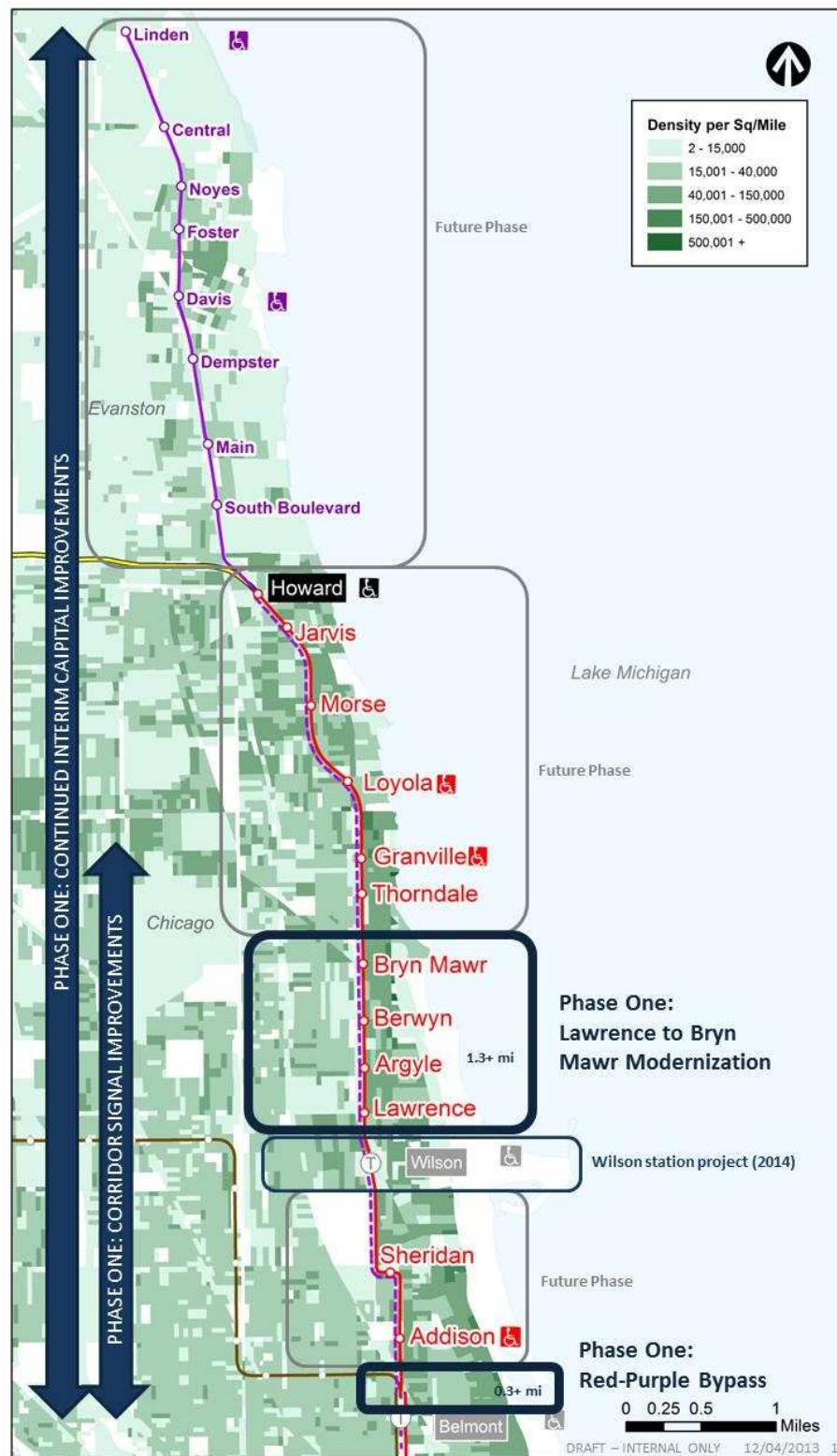


Figure 1-1: RPM Corridor and Phase One Projects Map

1.2 Supplemental Eligibility Analysis

Back in 2012, architectural historians developed the APE for the original 9.6 mile corridor by considering areas where direct or indirect effects of the project could impact historic resources. Based on preliminary plans, architectural historians defined the APE based on the location of the proposed alternatives; the potential for ground disturbance, construction, or property taking; locations from which the modernization efforts may be visible and/or audible; and the scale and setting of the project. FTA and CTA developed the APE in consultation with IHPA. The APE for the 9.6 mile corridor covered approximately 950 acres and contained over 2,000 buildings. Within its boundary, architectural historians surveyed all potentially displaced buildings and a representative sample of other properties that could be indirectly affected by the project.

For the smaller Lawrence to Bryn Mawr Modernization Project, FTA, CTA, and IHPA reviewed and confirmed the original east-west APE limits established in 2012 during the original EIS process. While the 1.3 miles of corridor improvements included in the Lawrence to Bryn Mawr Modernization Project is shorter than the 9.6 miles of improvements considered in the original RPM EIS process, the Build Alternative for this project includes similar improvements in the Uptown and Edgewater community areas as those previously considered in the EIS-level work. As such, the eastern and western boundaries of the current APE are identical to those established for the longer corridor. CTA and FTA, in consultation with IHPA, established the new northern and southern APE boundaries, based on the project limits for the Lawrence to Bryn Mawr Modernization Project, to account for any potential for direct or indirect effects to historic resources. An overview of the proposed Lawrence to Bryn Mawr Modernization Project APE is presented in **Figure 1-2**.

In light of the new, smaller APE for this first phase project, CTA undertook supplemental field surveys for all buildings within the smaller APE that were not included in the previously sampled RPM EIS surveys. Including the track structure itself, CTA surveyed and assessed 261 resources within the Lawrence to Bryn Mawr Modernization APE, which lies within the Uptown and Edgewater community areas, to determine their eligibility for the NRHP. Maps in **Appendix A** present the survey results.



Figure 1-2: Overview Map of Lawrence to Bryn Mawr Modernization APE

1.3 Purpose of this Report

This Supplemental Eligibility & Effects Report is organized into five chapters:

- Chapter 1 provides a summary of the project changes and Section 106 analyses undertaken to date. The following subsections present a summary of alternatives considered, eligibility recommendations, and effects analyses.
- Chapter 2 presents a more detailed assessment of project effects on individually eligible NRHP resources.
- Chapter 3 provides an overview of Chicago Historic Resources Survey (CHRS) properties identified as Red or Orange which could be impacted by the project. Local landmark properties are also briefly discussed.
- Chapter 4 describes preliminary conceptual mitigation options to offset adverse effects on historic resources. It should be noted that project-specific mitigation measures will be determined as part of the upcoming consultation process.
- Chapter 5 summarizes conclusions of this report and next steps of the consultation process.

The NRHP is administered by the National Park Service, which has developed national evaluation criteria to guide the selection of properties determined eligible for listing. The quality of significance in American history, architecture, archaeology, engineering, or culture may be present in districts, sites, buildings, structures, or objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association with one or more of the following four criteria, defined in 36 CFR 60.4:

- A. Events that have made a significant contribution to the broad patterns of American history on a local, state, and/or national level
- B. Lives of persons significant in the history of the city, state, and/or the United States
- C. Distinctive characteristics of a type, period, or method of construction, or the work of a master, or high artistic values, or a significant and distinguishable entity whose components may lack individual distinction
- D. Information important in prehistory or history

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, there are three levels of effects findings: No Effect, No Adverse Effect, and Adverse Effect. 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. This can include both direct effects (caused by the action and occurring at the same time and place) and indirect effects (reasonably foreseeable effects caused by the project but occurring later in time or farther removed). A No Adverse Effect determination is found when the undertaking’s effects do not meet the criteria of the preceding sentences 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.

1.4 Overview of Alternatives Considered

Two alternatives are addressed in this analysis: No Build and Build.

1.4.1 No Build Alternative

The No Build Alternative is required to be studied as part of the NEPA environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of the proposed project. This alternative would maintain the status quo and would not expand core capacity or improve vertical circulation at stations. The No Build Alternative is studied in the EA regardless of its ability to meet the project’s purpose and need or its performance compared to the proposed project under consideration.

The No Build Alternative would include all funded and committed projects within the project limits, as well as typical repairs required to keep the system within the project limits functional. Currently, no capital projects are proposed within the Lawrence to Bryn Mawr Modernization Project limits. Ongoing typical repairs include tie replacement, track maintenance, wall repairs, temporary bracing of viaducts, and minor viaduct repairs.

Under the No Build Alternative, travel patterns would remain the same. Travel times would likely continue to increase and service reliability would continue to degrade due to the need to safely operate on deteriorating infrastructure. Some existing slow zones due to track condition would be difficult to remove without the proposed project and, where maintenance addressing slow zone removal is possible, typical repairs CTA performs to remove track slow zones would have a limited life expectancy due to the deterioration of the underlying infrastructure. As ridership continues to grow, existing trains would become more crowded which would impact boarding times, travel times, and platform crowding. Additional ADA access would not be provided within the project limits. Station locations and entrances for Lawrence, Argyle, Berwyn, and Bryn Mawr stations would remain unchanged. Finally, the National Fire Protection Association (NFPA) 130 codes and CTA standards for new construction, which have been established to address and manage safety and accessibility risks, would not be met.

1.4.2 Build Alternative

For the Lawrence to Bryn Mawr Modernization Project, the Build Alternative would include reconstruction of approximately 1.3 miles of the existing rail line from Leland Avenue on the south to approximately Ardmore Avenue on the north. This section includes four stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, which would be expanded, modernized, and made accessible according to the Americans with Disabilities Act (ADA), addressing a current two mile stretch of stations without ADA accessibility. This two mile gap of accessible stations also would exist under the No Build Alternative despite the reconstruction of Wilson Station. The project also entails modernizing the track infrastructure within the project limits, which is over 90 years old.

Improvements at Stations

At the four stations (Lawrence, Argyle, Berwyn, Bryn Mawr), physical improvements proposed as part of the Lawrence to Bryn Mawr Modernization Project entail:

- Reconstruction to include ADA-accessible facilities (i.e., elevators, improved communications, and other improvements)
- Wider and longer platforms for faster boarding and less crowding
- Wider stairways for fire exits
- Better sightlines in and around station houses
- Other amenities, such as better lighting and customer security features, longer canopies, more benches, and wind screens

Figures 1-3 through **1-5** present conceptual renderings of the types of improvements proposed at the four stations. It should be noted that specific improvement measures and aesthetics will be determined during the project's design phase.



Figure 1-3: Existing (12-ft) and Proposed (24-ft) Platform Widths



Figure 1-4: View of exterior station improvements at Bryn Mawr

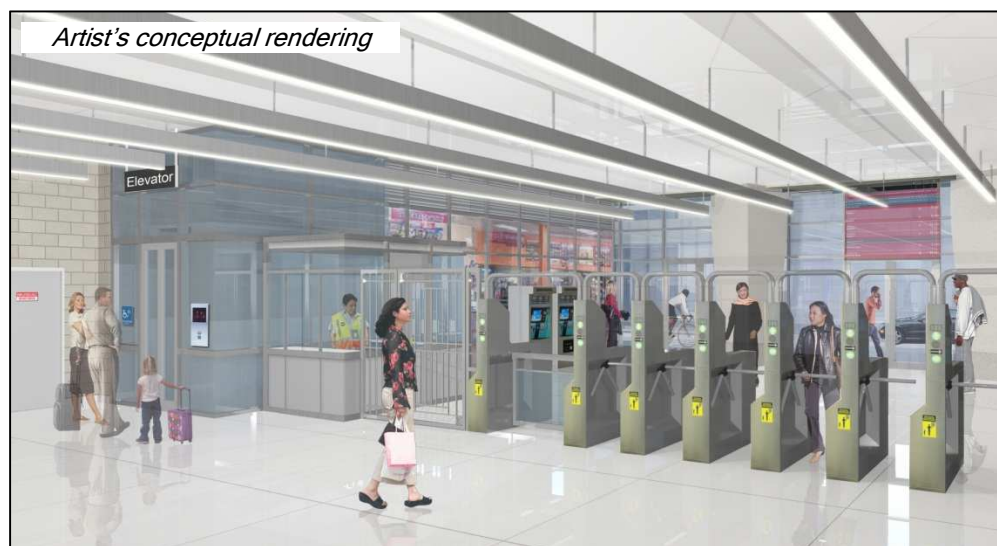


Figure 1-5: Artist's conceptual rendering of interior station improvements

Improvements to Track Infrastructure

For the 1.3 miles of track infrastructure within the Lawrence to Bryn Mawr Modernization Project limits, physical improvements also include reconstruction of the tracks, support structures, and bridges/viaducts. The new track would create a safer, smoother, more comfortable ride for passengers. **Figure 1-6** shows a sketch of the general improved cross-section of the track structure between stations.

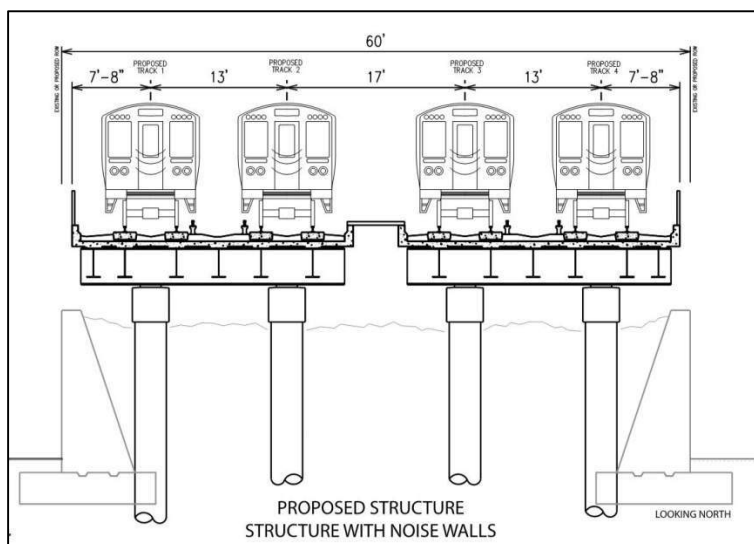


Figure 1-6: Cross-sectional sketch of track improvements between station areas

To accommodate the wider platforms at the four stations, the track must be shifted. The project would widen the track structure to the east at Argyle, Berwyn, and Bryn Mawr stations and to the west at Lawrence station. Near stations, the widened track structure would span the adjacent alley where possible. Alley spans would provide adequate clearance for cars and trucks to travel beneath. The alley span would be supported by piers spaced approximately every 50 to 72 feet, located outside of the street and at property lines (to the extent possible) to minimize impacts to adjacent buildings and to preserve access to properties. **Figures 1-7 and 1-8** illustrate the alley spanning concept.

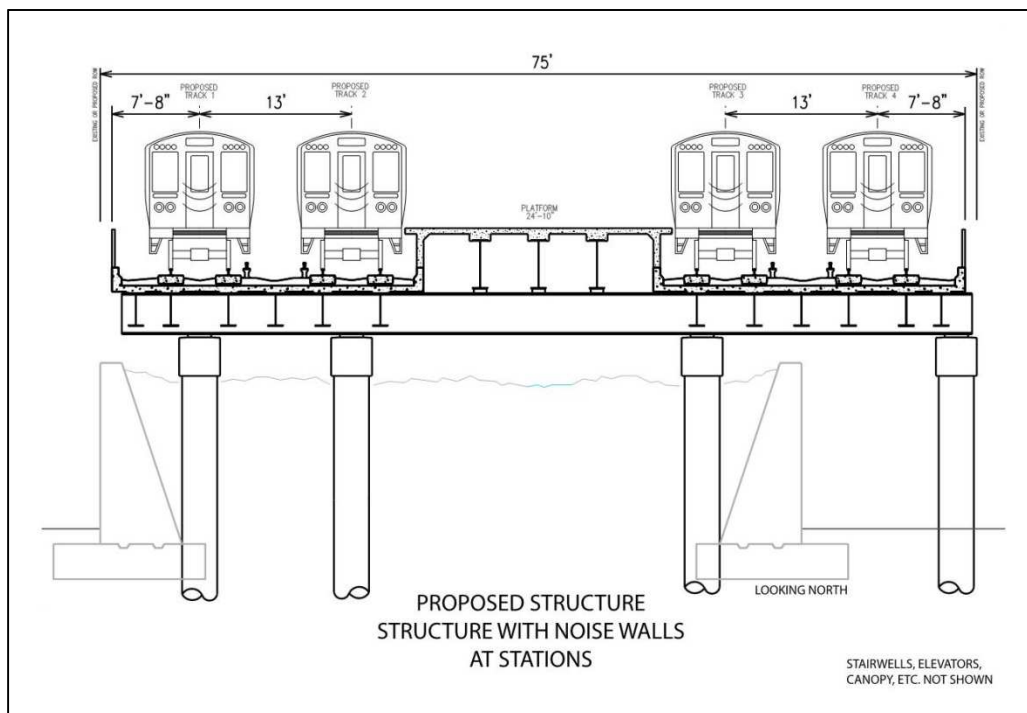


Figure 1-7: Cross-sectional sketch of alley spanning concept



Figure 1-8: View of alley spanning concept

Overall, the new track structure would be approximately 2-5 feet higher in elevation than the existing track. This change in track height would improve the vertical clearance for trucks using the local street network at viaducts. Existing gauntlet-style viaduct supports² in the roadway would be removed to improve highway safety. **Figure 1-4** presented previously illustrated the improvements at a viaduct with gauntlet-style supports. A conceptual visualization of the viaduct reconstruction at Lawrence Street (adjacent to the Aragon Ballroom) is shown in **Figure 1-9**.



Figure 1-9: View West from Lawrence and Winthrop Avenue

² A viaduct where the support columns are located in the middle of the street, as shown in **Figure 1-4** or **1-8** existing views.

The new track structure would include a closed deck and short noise walls to minimize noise propagation to adjacent properties. To allow access for maintenance and inspections, existing embankment walls would be removed or shortened.

These improvements would lead to several building displacements in the vicinity to accommodate permanent ROW needs and construction staging. Preliminary assumptions supporting this analysis are shown in **Figure 1-10**. Construction staging sites were selected to reduce property impacts and ensure that any staging parcels are sufficient in size to 1) support construction of the project and 2) provide opportunities for transit-oriented development (TOD) following construction of the project.

During Construction

Construction of the Lawrence to Bryn Mawr Modernization Project could be completed in two phases. Although details will be developed during future design phases of work, one phase would likely involve modernization efforts on the two eastern tracks and the other would involve modernization efforts on the two western tracks. Wilson to Thorndale through service would be continuous during construction, but each of the four stations within the project area would have to be closed for portions of the multi-year construction process. CTA is undertaking additional studies and stakeholder coordination to identify appropriate measures to minimize impacts to customers and the surrounding communities during this phase.

To minimize impacts, construction staging areas have been identified in vacant lots, at some surface parking lots, and where building demolitions will be required. Locations of potential construction staging sites have been identified to minimize impacts to historic structures and surrounding communities.



Figure 1-10: Overview of Lawrence to Bryn Mawr Modernization Improvements

1.4.3 Additional Technical Information

A range of technical analyses were conducted to evaluate effects of the project on different aspects of the human and natural environment. These analyses are documented in a series of Technical Memorandums produced for the Lawrence to Bryn Mawr Modernization Project, which will be discussed in the project's EA. Key conclusions from relevant analyses are incorporated throughout this report, including findings for noise impacts, vibration, changes to the visual environment, and impacts due to construction activities.

1.5 Overview of Eligibility Determinations

As part of the EIS level of work completed previously for the full RPM project, CTA evaluated 458 individual properties within the 9.6-mile APE. Of the 458 surveyed resources, 104 are located within the limits of the smaller Lawrence to Bryn Mawr Modernization APE. Twelve resources within the Lawrence to Bryn Mawr Modernization APE that were surveyed in 2012 were identified as eligible for listing on the NRHP.

In early 2014, cultural resource specialists evaluated an additional 157 properties within the Lawrence to Bryn Mawr Modernization APE that were not surveyed in 2012. The attached **Eligibility CD** includes a table that lists the address of each property surveyed within the Lawrence to Bryn Mawr Modernization APE, its construction date, the recommended NRHP finding, and the survey date. The CD also contains individual survey forms for each property over 50 years in age. The CD table includes hyperlinks to access each survey form. **Table 1-1** provides summary statistics for survey data within the Lawrence to Bryn Mawr Modernization APE. In addition to individual buildings and structures surveyed, four historic districts previously listed on the NRHP were identified within the APE: Uptown Square, West Argyle Street, Lakewood Balmoral, and Bryn Mawr Avenue.

Table 1-1: Survey Statistics in Lawrence to Bryn Mawr Modernization APE

	2012 Surveys	2014 Surveys	Total
Total Resources Surveyed	104	157*	261*
Modern Resources (Less than 50 years)	9	43	52
Resources over 50 years in Age	95	112	207
NRHP Listed/Eligible Resources	12	1	13
NRHP Historic Districts	4	0	4
Not Individually Eligible Contributing Resources within Historic Districts	22	32	54

**Two buildings shown in GIS records have since been demolished; these were field verified*

The following 17 resources have been determined to meet eligibility criteria for inclusion in the NRHP:

- The elevated track structure (entire length within the RPM APE), which was recommended as eligible under Criterion A in the October 2012 materials distributed to consulting parties to initiate the eligibility phase of the consultation process.
- Classical Revival commercial building, 4728-4744 North Broadway, which is being newly recommended NRHP eligible under Criterion C based on 2014 supplemental survey work and is a contributing element within the Uptown Square Historic District.
- Uptown Square Historic District, which has been previously listed on the NRHP under Criteria A and C.
- Uptown Broadway Building, 4703-4715 North Broadway, which has been previously listed on the NRHP under Criterion C and is a contributing element within the Uptown Square Historic District.
- Sheridan Trust & Savings Bank, 4753 North Broadway, which was recommended as eligible under Criterion C in the October 2012 materials and is a contributing element within the Uptown Square Historic District.
- Wilton apartment hotel, 1039-1053 West Lawrence Avenue, which was recommended as eligible under Criterion C in the October 2012 materials and is a contributing element within the Uptown Square Historic District.
- Aragon Ballroom, 1101-1108 West Lawrence Avenue, which was recommended as eligible under Criterion C in the October 2012 materials and is a contributing element within the Uptown Square Historic District.
- US Post Office (Uptown Branch), 4850 North Broadway, which was recommended as eligible under Criterion C in the October 2012 materials and is a contributing element within the Uptown Square Historic District.
- Gothic Revival style apartment building, 4875 North Magnolia Avenue, which was recommended as eligible under Criterion C in the October 2012 materials.
- West Argyle Street Historic District, which has been previously listed on the NRHP under Criteria A and C.
- Schlitz Brewery-Tied House, 5120 North Broadway, which was recommended as eligible under Criterion C in the October 2012 materials.

- Lakewood Balmoral Historic District, which has been previously listed on the NRHP under Criterion A.
- Classical Revival style residence, 5247 North Magnolia Avenue, which was recommended as eligible under Criterion C in the October 2012 materials and is a contributing element within the Lakewood Balmoral Historic District.
- The Rose apartment building, 5400-5402 North Winthrop Avenue, which was recommended as eligible under Criterion C in the October 2012 materials.
- Bryn Mawr Avenue Historic District, which has been previously listed on the NRHP under Criterion C.
- Venetian Gothic style mixed-use building, 1101-1107 West Bryn Mawr Avenue, which was recommended as eligible under Criteria A and C in the October 2012 materials and is a contributing element within the Bryn Mawr Avenue Historic District.
- Art Moderne style commercial building, 5718 North Broadway, which was recommended as eligible under Criterion C in the October 2012 materials.

Maps in **Appendix A** present the locations, addresses, and recommended findings for each building within the APE.

1.6 Effects on National Register of Historic Places Resources

Of all the historic resources within the Lawrence to Bryn Mawr Modernization APE, four are anticipated to be adversely affected by the project:

- The Elevated Track Structure, portions of which would be replaced with a modern aerial structure, compromising its historic integrity. It is important to acknowledge that the Red and Purple line structures are dynamic elements within a functioning transportation system that must continue to be rehabilitated, modified, and replaced in order to meet safety requirements and continue their historic role in the transit network.
- The Uptown Square Historic District would experience an adverse effect due to the reconstruction of the track structure, a contributing element within the district. The adjacent Wilson Transfer Station Project, which is just south of the Lawrence to Bryn Mawr Modernization Project area, would reconstruct the majority of the historic track structure within the district. The historic analysis completed for the Wilson Transfer Station Project recommended that the NRHP nomination form for the district be revised to identify the track structure as a non-contributing element within the district.
- The West Argyle Street Historic District, which would experience an adverse effect due to the loss of a contributing structure (1117-1119 W. Argyle Street) located beneath the existing

track structure. The station house itself would not experience an adverse effect if the final designs are consistent with the Secretary of the Interior's (SOI) *Guidelines for Rehabilitation*.

- The Bryn Mawr Avenue Historic District, which would experience an adverse effect due to the loss of a contributing structure (1116 West Bryn Mawr Avenue) located beneath the existing track structure.

Effects on each individual resource are discussed in the following chapter.

Section 2

Assessment of Effects on Individual Resources

This chapter describes effects on individual NRHP listed/eligible resources that could result from the Build Alternative. The following subsections address effects on these historic resources, moving south to north through the APE. The NRHP eligible track structure is presented first, which passes through each of these areas. The narrative then steps through the eligible properties within each community area, with a description of potential effects. Overall, four resources are anticipated to be adversely affected, as summarized in **Table 2-1**.

Table 2-1: Summary of Effects Recommendations for NRHP Properties

Resource	Effect
Elevated steel track structure	Adverse Effect
Uptown Community	
4728-4744 North Broadway	No Adverse Effect
Uptown Square Historic District	Adverse Effect
4703-4715 North Broadway	No Adverse Effect
4753 North Broadway	No Adverse Effect
1039-1053 West Lawrence Avenue	No Adverse Effect
1100-1108 West Lawrence Avenue	No Adverse Effect
4850 North Broadway	No Effect
4875 North Magnolia Avenue	No Adverse Effect
West Argyle Street Historic District	Adverse Effect
5120 North Broadway	No Effect
Edgewater Community	
Lakewood Balmoral Historic District	No Effect
5247 North Magnolia Avenue	No Effect
5400-5402 North Winthrop Avenue	No Adverse Effect
Bryn Mawr Avenue Historic District	Adverse Effect
1101-1107 West Bryn Mawr Avenue	No Adverse Effect
5718 North Broadway	No Effect

2.1 Elevated Track Structure

North of Wilson station to Howard station, the aging track structure contains four tracks, supported by an earthen embankment with concrete retaining walls. This section has undergone numerous minor rehabilitation and viaduct repair projects over the past decades.

The portion of the Red and Purple line track structures within the RPM APE is iconic within Chicago and an integral fixture in the development



of the North Side. The entire length of the Red and Purple line track structures within the Lawrence to Bryn Mawr APE is eligible under Criterion A for its contribution to the development of the North Side of Chicago and Evanston.

It is important to acknowledge that the Red and Purple line structures are dynamic elements within a functioning transportation system that must continue to be rehabilitated, modified, and replaced in order to meet safety requirements and continue their historic role in the transit network.

Preliminary Effects Findings

- Direct Effects: Under the Build Alternative, the track structure would be adversely affected as portions would be replaced with a modern aerial structure, compromising its historic integrity. Although the resource is not eligible due to its architecture, reconstructing the track structure would substantially alter several aspects of integrity: materials, workmanship, and design.
- Because this resource would be reconstructed as a modern structure, effects due to noise, vibration, visual impacts, and construction activities are not applicable.

Overall, this resource would experience an Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.2 Effects on Eligible Properties: Uptown Community Area

The following subsections assess effects on individual NRHP properties within the Uptown portion of the Lawrence to Bryn Mawr Modernization APE, progressing south to north along the corridor.

2.2.1 Classical Revival Commercial Building, 4728-4744 N. Broadway



The two-story, limestone commercial building features elaborate entryways and window detailing with Classical Revival motifs. Built in 1914, additional details include stone pilasters, cornice with dentil molding, and coping. The resource is recommended as eligible for NRHP listing under Criterion C as an excellent example of a Classical Revival building in the Uptown community area containing significant stone detailing. In addition, it is considered a contributing resource to the Uptown Square Historic District.

Preliminary Effects Findings

- Direct Effects: The building is located over 200 feet from the track structure, separated from the tracks by a surface parking lot. It falls outside the ROW and construction footprints.
- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: Located over 200 feet from the track structure, preliminary vibration modeling estimates at this resource show a less than 3 vibratory decibel (VdB) increase compared to the existing conditions. Existing vibration levels are at least 10 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). Neither construction vibration nor vibration from long-term operations of the Build Alternative would affect the resource.
- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: While the nearest train stop (Lawrence station) is closed, the nearest operational CTA train stop would be at Wilson station. For transit patrons, this increases the walk from 1.5 blocks to 2 blocks to access the resource for the duration of construction. The half block increase in travel distance for transit patrons would not affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.

Located over 200 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP. Portions of the public parking lot across the street may be used for construction activities; however, this would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.2.2 Uptown Square Historic District

The Uptown Square Historic District is bounded by Lawrence Avenue on the north, Leland Avenue on the south, Sheridan Road on the east, and Broadway on the west. Uptown Square is significant as a cohesive, early 20th century commercial and entertainment district. Its collection of 44 contributing buildings were erected from 1900 through 1950 and feature brick, limestone, and terra cotta. They include low-rise apartment buildings with storefronts, grand Spanish Baroque entertainment venues, Classical Revival terra cotta-clad office buildings, an Art Deco

post office, and Art Deco and Venetian Gothic apartment hotels. The district is listed on the NRHP under Criteria A and C.

The Red and Purple line elevated track structure is currently identified as a contributing element within the district. A previously committed project will occur prior to the Lawrence to Bryn Mawr Modernization Project and will entail reconstruction of the track structure within this district. Specifically, the historic assessment prepared for the Wilson Transfer Station Project notes: “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.”

Preliminary Effects Findings

- Direct Effects: In the Build Alternative, all contributing buildings fall outside the permanent ROW and construction footprints. One contributing resource (i.e., the elevated track structure) would be adversely affected; therefore, the district as a whole experiences an adverse effect. Although the track structure is not eligible due to its architecture, reconstructing it would substantially alter several aspects of integrity: materials, workmanship, and design.

It should be noted that the track structure will be adversely affected under the previously committed Wilson Transfer Station Project, which will reconstruct the majority of the track structure within the district boundaries. Improvements to Wilson station are occurring as part of a separate project; impacts due to the work proposed at the Wilson station were evaluated separately as part of the Wilson Transfer Station Project EA and are not discussed herein.³

- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: A number of contributing resources within the district lie in close proximity to the track structure. At these locations, preliminary vibration modeling estimates at this resource show a less than 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). Where appropriate, protective measures will be

³ Additional information is available on the project website at www.transitchicago.com/wilson/

required during construction to avoid vibratory damage to nearby buildings. Sample language is included in **Appendix B** to illustrate the type of mitigation commitments to offset potential vibratory impacts that could be included in a Memorandum of Agreement (MOA).

- Visual: Aside from the track structure, no other contributing resources within the district would be demolished under the Build Alternative. The reconstruction of the track structure within the district would not lead to an adverse visual effect.
- Construction: The Lawrence and Wilson stations are located within the historic district. While the nearest train station within the district (Lawrence station) is closed, service at Wilson station would be uninterrupted. For transit patrons, this would increase the walk by half a block to a block to access businesses within the northern portion of the district during construction. The increase in travel distance for transit patrons would not affect the economic viability of contributing elements with the district, which can relate to the use of historic buildings or periodic investments to maintain sites in good condition.

Use of surface parking lots within the district as construction staging areas would likely lead to short term disruptions but would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience an Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project. As part of the Section 106 consultation process and other community outreach efforts, CTA will develop mitigation measures to offset this adverse effect.

2.2.3 Uptown Broadway Building, 4703-4715 North Broadway



The Spanish Baroque Revival style Uptown Broadway Building (built in 1926) features the most lavish terra cotta facade in the Uptown Square Historic District. Its profusion of detailing includes human faces, animal heads, foliage, spiral columns, and urns rendered in yellow and light blue terra cotta. The building is individually listed on the NRHP under Criterion C and is a contributing element within the Uptown Square Historic District.

Preliminary Effects Findings

- Direct Effects: The building lies beyond the permanent ROW and construction footprints for the Build Alternative.
- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.

- **Vibration:** Adjacent to the existing track structure, preliminary vibration modeling estimates at this resource show a less than 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). Protective measures will be required during construction to avoid vibratory damage.
- **Visual:** Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Construction:** While Lawrence station is closed for construction, Wilson station would serve this location. The Uptown Broadway Building is roughly equidistant between Wilson and Lawrence stations, resulting in negligible changes in access. Construction access would not affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.

Because of the building's ornate detailing and because it is located in such close proximity to the project, construction has the potential to affect the Uptown Broadway Building. However, since the project is still in the preliminary design phase, the details of demolition and construction have yet to be determined. Types of activities with the potential to damage the resource may include inadvertent damage or indirect vibration effects from demolition and construction. Protective measures may need to be developed in order to preserve the integrity of the building.

Located immediately west of the track structure, short term disruptions due to construction activities would likely occur under the Build Alternative but, with appropriate measures that would be documented in an MOA, would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.2.4 Sheridan Trust and Savings Bank, 4753 North Broadway

A prominent visual landmark in the Uptown community area, this distinctive terra-clad building has a triangular footprint and was erected in 1924-1925 as an eight story bank and office building for the Sheridan Trust and Savings Bank. Designed by the noted architecture firm Marshall & Fox, it was prominently sited at the southeast corner of Broadway and Lawrence Avenue, a key intersection in the Uptown Entertainment District. The demand for high-class office space in the Uptown District spurred the construction of four additional floors in 1928, which were designed by Huszagh & Hill. The building is a contributing



building within the Uptown Square Historic District and is eligible for individual listing on the NRHP under Criterion C as a rare mid-rise skyscraper with Classical detailing and excellent exterior integrity.

Preliminary Effects Findings

- Direct Effects: The building is located over 100 feet from the track structure, separated from the tracks by a surface parking lot. It falls outside the ROW and construction footprints.
- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: Located over 100 feet from the track structure, preliminary vibration modeling estimates at this resource show a less than 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 10 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). Neither construction vibration nor vibration from long-term operations of the Build Alternative would affect the resource.
- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: While the nearest train stop (Lawrence station) is closed, the nearest operational CTA train stop would be at Wilson station. For transit patrons, this increases the walk from half a block to 2 blocks to access the resource for the duration of construction. The 1.5 block increase in travel distance for transit patrons would not adversely affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.

Located over 100 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP. Portions of the public parking lot adjacent to the bank may be used for construction activities under the Build Alternative; however, this would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.2.5 Wilton Apartment Hotel, 1039-1053 West Lawrence Avenue

This eight story apartment hotel is located at the northeast corner of Lawrence and Kenmore Avenues in the Uptown community area. Built in 1929, the Venetian Gothic style building features corner pavilions that rise above the parapet, pointed arch windows, and decorative brickwork and

detailing. This is a contributing building within the Uptown Square Historic District and is individually eligible for listing on the NRHP under Criterion C for its distinctive architecture.

Preliminary Effects Findings

- Direct Effects: The building is located approximately 400 feet from the track structure, separated from the tracks by a surface parking lot and multi-story buildings along Lawrence Avenue. It falls outside the ROW and construction footprints.
- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: Located approximately 400 feet from the track structure, neither construction vibration nor vibration from long-term operations of the Build Alternative would affect the resource.
- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: While the nearest train stop (Lawrence station) is closed, the nearest operational CTA train stop would be at Wilson station. For transit patrons, this increases the walk from 1.5 blocks to 3 blocks to access the resource for the duration of construction. The 1.5 block increase in travel distance for transit patrons would not adversely affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.



Located approximately 400 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.2.6 Aragon Ballroom, 1100-1108 West Lawrence Avenue

The three-story Aragon Ballroom is located at the northwest corner of Lawrence and Winthrop Avenues. It was designed by architects Ralph Huszagh and Boyd Hill and constructed in 1926. This Spanish Revival style building is a prominent visual landmark in the Uptown community area, and is adorned with terra cotta detailing. The current marquis and canopy are non-original. This is a contributing building within the Uptown Square National Register Historic District and is individually eligible for listing on the NRHP under Criterion C.

Preliminary Effects Findings

- Direct Effects: The building is located immediately east of the track structure. It falls outside the ROW and construction footprints. While the majority of the widened track is proposed to span along the east side of the existing track structure to minimize displacements, the proposed track widening in this area has been purposefully moved to the west of the existing track structure to avoid impacting this historic resource,
- Noise: At the Aragon Ballroom, noise levels under the Build Alternative are not projected to increase compared to the No Action Alternative based on preliminary estimates. Changes in the auditory environment would not be substantial enough to affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: Even though the resource is located immediately east of the track structure, preliminary vibration modeling estimates at this resource show a less than 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). As appropriate, protective measures will be required during construction to avoid vibratory damage.
- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: While the nearest train stop (Lawrence station) is closed, the nearest operational CTA train stop would be at Wilson station. For transit patrons, this increases the walk from approximately 100 feet to 2 blocks to access the resource for the duration of construction. The 2 block increase in travel distance for transit patrons would not adversely affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition. During construction, alternate travel options will be available (e.g., access from nearby stations, increased local bus frequencies, etc.) to mitigate mobility limitations. CTA will coordinate with consulting parties and other key stakeholders to identify specific measures to mitigate this effect.



Short term disruptions due to construction activities would likely occur but would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project. As part of the Section 106 consultation process and other community outreach efforts, CTA will develop mitigation measures to offset mobility changes during construction.

2.2.7 US Post Office Uptown Branch, 4850 North Broadway

The Uptown Branch of the U.S. Post Office is located at the northwest corner of Broadway and Gunnison Street. The building was designed in the streamlined Art Moderne style by Lewis Simon and constructed in 1939. Polished granite eagles are situated on pedestals flanking the front



entrance. Inside, WPA murals by Henry Varnum Poor depict Carl Sandburg and Louis Sullivan. The building is a contributing building within the Uptown Square Historic District and is individually eligible for NRHP listing under Criterion C for its distinctive architecture.

Preliminary Effects Findings

- **Direct Effects:** The building is located approximately 350 feet west of the track structure, screened by a commercial complex and surface parking lot. The post office falls outside the ROW and construction footprints.
- **Noise:** Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Vibration:** Located approximately 350 feet from the track structure, neither construction vibration nor vibration from long-term operations of the Build Alternative would affect the resource.
- **Visual:** Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Construction:** While the nearest train stop (Lawrence station) is closed, the nearest operational CTA train stop would be at Wilson Station, Argyle station, or a potential temporary station at Foster, potentially in combination with increased bus service. For transit patrons, this increases the walk from 2 blocks to up to 3 blocks to access the resource during construction. The increase in travel distance for transit patrons would not affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.

Located approximately 350 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.2.8 Gothic Revival Apartment, 4875 North Magnolia Avenue

This four story Gothic Revival style apartment building at the southeast corner of Magnolia Avenue and Ainslie Street was built in 1927. Due to its fine overall integrity and plethora of decorative detailing, this building is individually eligible for listing on the NRHP under Criterion C.



Preliminary Effects Findings

- Direct Effects: The building is located over 500 feet west of the track structure. It falls outside the ROW and construction footprints.
- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: Located over 500 feet from the track structure, neither construction vibration nor vibration from long-term operations of the Build Alternative would affect the resource.
- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: While Lawrence station is closed for construction, Argyle station or a potential temporary station at Foster would serve this location, potentially combined with increased bus service. For transit patrons, this increases the walk from 3 blocks to up to 5 blocks to access the resource during construction. Construction access would not adversely affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.

Located over 500 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.2.9 West Argyle Street Historic District

The West Argyle Street Historic District is roughly bounded by Sheridan Road on the east, Broadway on the west, Winona Street on the north, and Ainslie Street on the south. This commercial and residential district has 64 contributing buildings that were erected from 1898 through 1938 around the Argyle Street train station. Its building stock includes single-family homes, small apartment buildings, apartment hotels, and commercial buildings, the vast majority of which are one to three stories in height. Together, they reflect the district's evolution from suburban enclave to a dense and diverse urban neighborhood. Many of the buildings feature elements from a variety of historical revival styles, including Queen Anne, Classical Revival, Spanish Eclectic, Tudor Revival, and Gothic Revival. The district is listed on the NRHP under Criteria A and C.

Preliminary Effects Findings

- Direct Effects: The Build Alternative would require demolition of the vacant CTA-owned retail spaces beneath the track structure on the south side of Argyle Street (1117-1119 W. Argyle Street), which are identified as contributing within the district. Commercial spaces are shown in **Figure 2-1**.

Further, CTA's Argyle station would be reconstructed, potentially resulting in an adverse effect. If conceptual designs can be refined to be consistent with the *SOI Guidelines for Rehabilitation* and the State Historic Preservation Office (SHPO) concurs, the impacts to the resource may not be adverse. Specifically, the façade of the station house should be preserved. **Figure 2-2** shows photos of the stationhouse façade circa 1985 (left), which remained largely intact to its original construction, and in 2012 (right) following its most recent renovation.



Figure 2-1: Views of contributing building within project footprint



Figure 2-1: Views of façade of Argyle Station

- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: A number of contributing resources within the district lie in close proximity to the track structure. At these locations, preliminary vibration modeling estimates show a less than 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). Where appropriate, protective measures will be required during construction to avoid vibratory damage to nearby buildings.
- Visual: Due to the loss of a contributing structure (i.e. 1117-1119 W Argyle St and potentially the Argyle station) under the build alternative, changes in the visual environment would adversely affect the visual characteristics that qualify this district for inclusion on the NRHP.
- Construction: While the nearest train stop (Argyle station) is closed during construction, the nearest operational CTA train stop would be at a potential temporary Foster station. For transit patrons, this increases the walk up to approximately 2 blocks to access resources within the district for the short term duration of construction. The approximate 2 block increase in travel distance for transit patrons would not adversely affect the economic viability of resources within the district, which can relate to the use of the historic buildings or periodic investments to maintain sites in good condition. During construction, alternate travel options will be available (e.g., access from nearby stations, increased local bus frequencies, etc.) to mitigate mobility limitations. CTA will coordinate with consulting parties and other key stakeholders to identify specific measures to mitigate this effect.

Short term disruptions due to construction activities would likely occur but would not adversely affect the characteristics that qualify the district for inclusion on the NRHP.

Overall, this resource would experience an Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project due to the loss of the contributing commercial buildings beneath the track structure opposite the station house. As part of the Section 106 consultation process and other community outreach efforts, CTA will develop mitigation measures to offset changes in mobility during construction.

2.2.10 Schlitz Brewery-Tied House, 5120 North Broadway

The former Schlitz Brewery-Tied House was constructed in 1904 and is one of the best remaining examples of the architecturally distinctive taverns built by breweries around the turn of the 20th century. Designed in the German Renaissance Revival style by architect Charles Thisslew, the building features a rounded corner turret with porthole windows topped by a lantern. A single story addition from the 1930s was designed in the Tudor Revival style and extended the building south along Broadway. It is eligible for individual listing on the NRHP under Criterion C for its distinctive architecture.

Preliminary Effects Findings

- **Direct Effects:** The building is located over 300 feet west of the track structure. It falls outside the ROW and construction footprints.
- **Noise:** Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Vibration:** Located over 300 feet from the track structure, neither construction nor long-term operations of the Build Alternative would affect the resource.
- **Visual:** Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Construction:** While Argyle station is closed for construction, a potential temporary Foster station would serve this location. The resource is roughly equidistant between the Argyle and potential temporary Foster stations, resulting in negligible changes in access. Construction access would not affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.



Located over 300 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.3 Effects on Eligible Properties: Edgewater Community Area

The following subsections assess effects on individual NRHP properties within the Edgewater portion of the Lawrence to Bryn Mawr Modernization APE, progressing south to north along the corridor.

2.3.1 Lakewood Balmoral Historic District

The Lakewood Balmoral Historic District is a 12-block neighborhood bounded by Magnolia Street, Wayne Street, Foster Avenue, and Bryn Mawr Avenue. This neighborhood remains the largest intact remnant the Edgewater suburb pioneered in the 1880s by developer John Lewis Cochran. The district features 342 residential buildings, of which 249 are detached single family dwellings, mostly built from 1893 through 1915 and marketed toward Edgewater's growing number of middle and upper middle class home seekers. The homes mainly feature the Queen Anne, Colonial Revival, and Craftsman styles as well as a few examples of Classical Revival. It is listed on the NRHP under Criterion A.

Preliminary Effects Findings

- **Direct Effects:** The district is located approximately 500 feet west of the track structure. It falls outside the ROW and construction footprints.
- **Noise:** Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Vibration:** Located approximately 500 feet from the track structure, neither construction nor long-term operations of the Build Alternative would affect the resource.
- **Visual:** Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Construction:** Located approximately 500 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.3.2 Classical Revival Residence, 5247 North Magnolia Avenue



Built in 1898, this Classical Revival style house was designed by Harvey L Page and Company. The front gable features a Palladian window in the gable; the front façade is dominated by a two story wood porch with a balcony above. This is a contributing building within the Lakewood Balmoral National Register Historic District. The residence is also eligible for individual inclusion on the NRHP under Criterion C because it has excellent integrity and is an unusual example of the Classical Revival style in the Edgewater community area and within the historic district.

Preliminary Effects Findings

- Direct Effects: The building is located approximately 550 feet west of the track structure. It falls outside the ROW and construction footprints.
- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: Located approximately 550 feet from the track structure, neither construction nor long-term operations of the Build Alternative would affect the resource.
- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: Located approximately 550 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.3.3 The Rose Apartment Building, 5400-5402 North Winthrop Avenue



This four-story, Spanish Revival style apartment building at the northwest corner of Winthrop and Balmoral Avenues is clad in buff colored brick. It was constructed in 1925. The building has a flat roof and parapets covered with multi-colored clay tiles. Full height corner pavilions are topped by curved parapets with finials. This building has excellent integrity and a wealth of detailing in the Spanish Revival style, which is not exceedingly common for apartment

designs in Chicago. It is individually eligible for listing on the NRHP under Criterion C.

Preliminary Effects Findings

- Direct Effects: The building is located immediately east of the track structure. It falls outside the ROW and construction footprints.
- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: Even though the resource is located immediately east of the track structure, preliminary vibration modeling estimates at this resource show a less than 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). As appropriate, protective measures will be required during construction to avoid vibratory damage to nearby buildings.
- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: While the nearest train stop (Berwyn station) is closed for construction, the nearest operational CTA train stop would be at a potential temporary Foster station. For transit patrons, this increases the walk from 1 block to 2 blocks to access the resource for the short term duration of construction. Construction access would not affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.

Located adjacent to the track structure, any disruptions due to construction activities would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project.

2.3.4 Bryn Mawr Avenue Historic District

The Bryn Mawr Avenue Historic District is located on Bryn Mawr Avenue between North Sheridan Road and Broadway. It includes 17 contributing buildings around the Bryn Mawr station, which were constructed from 1897 through 1935. A mix of building types, styles, and scales populate this diverse and cosmopolitan streetscape. Structures exhibit the use of high quality craftsmanship and represent a variety of turn of the century revival styles: Tudor, French Romanesque, Late Gothic, and Italian Renaissance. There are also fine examples of Art Deco, Moderne, and various 20th century vernacular commercial styles. These buildings exemplify the innovative efforts of architects to integrate domestic and commercial space on the same street

and in the same buildings, creating a dense pedestrian retail corridor. The Bryn Mawr Avenue Historic District is listed on the NRHP under Criterion C.

Preliminary Effects Findings

- **Direct Effects:** The district is adjacent to the track structure, with contributing buildings located to both the east and west of the Bryn Mawr station. In the Build Alternative, one contributing structure falls within the project footprint: the vacant CTA-owned retail building located beneath the track structure on the north side of Bryn Mawr Avenue. Shown in **Figure 2-3**, 1116 West Bryn Mawr Avenue is listed in the NRHP nomination form as constructed in 1921, designed by W. W. Gerber.



Figure 2-2: Views of contributing building within project footprint

- **Noise:** Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Vibration:** A number of contributing resources within the district lie in close proximity to the track structure. At these locations, preliminary vibration modeling estimates show a less than 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). As appropriate, protective measures will be required during construction to avoid vibratory damage to nearby buildings.
- **Visual:** Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.

- **Construction:** While the nearest train stop (Bryn Mawr station) is closed, the nearest regular CTA train stop would be at Thorndale station. CTA is continuing to review engineering feasibility for a temporary platform near the existing Bryn Mawr station. For transit patrons, this increases the walk up to 3 blocks to access resources within the district for the short term duration of construction. The 3 block increase in travel distance for transit patrons would not adversely affect the economic viability of the resource, which can relate to the use of the historic buildings or periodic investments to maintain sites in good condition. During construction, alternate travel options will be available (e.g., access from nearby stations, increased local bus frequencies, etc.) to mitigate mobility limitations. CTA will coordinate with consulting parties and other key stakeholders to identify specific measures to mitigate this effect. Any disruptions due to construction activities would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience an Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project. As part of the Section 106 consultation process and other community outreach efforts, CTA will develop mitigation measures to offset changes in mobility during construction.

2.3.5 Venetian Gothic Building, 1101-1107 West Bryn Mawr Avenue



This three-story, Venetian Gothic style, mixed use building at the southwest corner of Bryn Mawr and Winthrop Avenues was designed by Raymond Gregori and built in 1927. It is clad in a brown brick and exhibits a wealth of detailing in cream colored terra cotta. The Bryn Mawr Historic District nomination form identifies this recreational building—which originally featured billiards rooms with offices above—as a “pivotal building within the district.” In addition to being a contributing resource within the Bryn Mawr Avenue

Historic District, it is individually eligible for NRHP listing under both Criteria A and C.

Preliminary Effects Findings

- **Direct Effects:** The building is located approximately 90 feet east of the track structure, screened by other multi-story buildings along Bryn Mawr Avenue. It falls outside the ROW and construction footprints.
- **Noise:** Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- **Vibration:** Located approximately 90 feet from the track structure, preliminary vibration modeling estimates at this resource show a less than 3 VdB increase compared to the

existing conditions. Existing vibration levels are at least 10 VdB lower than the FTA threshold for risk of minor cosmetic damage to fragile buildings (90 VdB). Neither construction nor long-term operations of the Build Alternative would affect the resource.

- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: While the nearest train stop (Bryn Mawr station) is closed, the nearest operational CTA train stop would be at Thorndale station. For transit patrons, this increases the walk 3 blocks to access the resource. The increase in travel distance for transit patrons would not adversely affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition. During construction, alternate travel options will be available (e.g., access from nearby stations, increased local bus frequencies, etc.) to mitigate mobility limitations. CTA will coordinate with consulting parties and other key stakeholders to identify specific measures to mitigate this effect.

Located approximately 90 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Adverse Effect due to the Lawrence to Bryn Mawr Modernization Project. As part of the Section 106 consultation process and other community outreach efforts, CTA will develop mitigation measures to offset changes in mobility during construction.

2.3.6 Art Moderne Commercial Building, 5718 North Broadway

This one story, Art Moderne style commercial building in the Edgewater community area was designed by Edwin F Gillette and built in 1922. Flattened decorative reliefs featuring zigzag, floral, and wave motifs in cream and green terra cotta frame the storefront bays and are situated along the parapet level. Stylized panels featuring mermaid motifs are situated above the entrance, partially obscured by the installation of modern signage. The building is individually eligible for listing on the NRHP under Criterion C given the rarity of the Art Moderne style buildings within Edgewater and the unique terra cotta forms.



Preliminary Effects Findings

- Direct Effects: The building is located over 300 feet west of the track structure, screened by other multi-story buildings east of Broadway. It falls outside the ROW and construction footprints.
- Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Vibration: Located over 300 feet from the track structure, neither construction nor long-term operations of the Build Alternative would affect the resource.
- Visual: Changes in the visual environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.
- Construction: While Bryn Mawr station is closed for construction, Thorndale station would serve this location. The resource is roughly equidistant between Bryn Mawr and Thorndale stations, resulting in negligible changes in access. Construction access would not affect the economic viability of the resource, which can relate to the use of the historic building or periodic investments to maintain the site in good condition.

Located over 300 feet from the track structure, any disruptions due to construction activities would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Overall, this resource would experience No Effect due to the Lawrence to Bryn Mawr Modernization Project.

Section 3

Affected Chicago Historic Resources Survey and Local Landmark Properties

Resources within the Lawrence to Bryn Mawr Modernization APE rated as Red or Orange in the CHRS are subject to the City's Demolition Delay Ordinance. The 2003 Demolition Delay Ordinance establishes a 90-day hold period prior to demolition of historic buildings rated Red or Orange in the CHRS, a city-wide historic survey completed during 1983-1995. These designations represent potentially significant resources at the city or community level, respectively.

No Red or Orange rated properties would be demolished by the Lawrence to Bryn Mawr Modernization Project.

There are two local landmark properties within the APE: 4753 North Broadway and 5120 North Broadway. Neither property would be directly affected by the project.

Section 4

Potential Mitigation

As part of the final phase of the consultation process, CTA and FTA will work with Section 106 consulting parties to identify appropriate measures to avoid, minimize, and mitigate adverse effects on historic resources. These measures will be specified in the MOA for the project, which must be signed by FTA, CTA, IHPA, and any other organizations with commitments in the document. The MOA must be signed prior to completion of the NEPA process, i.e., completion of the final NEPA decision document.

Although the specific measures for implementation will be developed during the next stage in the consultation process, this chapter presents preliminary conceptual mitigation types that may be appropriate based on the type of effects associated with the project. Measures described in this report are preliminary and are presented to generate discussion during the summer 2014 effects meeting and do not represent firm commitments by CTA.

4.1 Adverse Effect on the Track Structure

The existing track structure will experience an adverse effect from implementation of the project: it will be reconstructed as a modern aerial structure. The Red and Purple line structures are dynamic elements within a functioning transportation system that must continue to be rehabilitated, modified, and replaced in order to meet safety requirements and continue its historic role in the transit network.

This effect cannot be avoided or minimized as the purpose of the project is to modernize the route. To mitigate effects, CTA will consider preparing documentation for the existing track structure or developing an interpretive display that conveys its significance.

4.2 Adverse Effect on the Uptown Square Historic District

The Uptown Square Historic District will experience an adverse effect because one of its contributing elements (i.e., the elevated track structure) would be directly affected. This effect cannot be avoided or minimized as the purpose of the project is to modernize the route. To mitigate effects, several potential measures will be considered:

- Providing an updated National Register nomination form for the district, removing the track structure as a contributing element and adding further photographs and information about the remaining properties.
- Developing educational materials such as a brochure or display to convey the district's history to a wider audience, in concert with the materials referenced in the Wilson Transfer Station Project MOA. Stipulation I.4.A commits that CTA will "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.”

- Preparing a historic preservation plan to outline actions that future development within the district could take to better preserve the character and historic significance of the district.

4.3 Potential Adverse Effect on the West Argyle Street Historic District

The West Argyle Street Historic District would experience an adverse effect because the contributing 1117-1119 W. Argyle Street would be demolished and because one of its contributing elements (i.e., the station) could be directly affected. The adverse effect on the station could be avoided if the reconstruction of the station were designed to be consistent with the SOI *Guidelines for Rehabilitation*.

To mitigate effects for the remainder of the district, several potential measures would be considered:

- Providing an updated National Register nomination form for the district with additional photographs and information about the remaining properties.
- Developing educational materials such as a brochure or display to convey the district’s history to a wider audience.
- Preparing a historic preservation plan to outline actions that future development within the district could take to better preserve the character and historic significance of the district.

4.4 Adverse Effect on the Bryn Mawr Avenue Historic District

The Bryn Mawr Avenue Historic District will experience an adverse effect because one of its contributing elements (i.e., the commercial space beneath the track structure at 1116 West Bryn Mawr Avenue) would be directly affected.

To mitigate effects, several potential measures would be considered:

- Providing an updated National Register nomination form for the district with additional photographs and information about the remaining properties.
- Developing educational materials such as a brochure or display to convey the district’s history to a wider audience.

- Preparing a historic preservation plan to outline actions that future development within the district could take to better preserve the character and historic significance of the district.

While the Bryn Mawr station itself is not a contributing element, CTA would also consider station designs that fit within the context of the historic character of its location within the district.

4.5 Potential Construction Effects

The proximity of construction to historic resources in the vicinity has the potential to lead to adverse effects; however, these potential impacts could be avoided or minimized through a variety of measures.

Caisson drilling locations for support piers will be determined during the project's design phase; therefore, assessment of specific impacts on adjacent properties is not feasible at this time. However, commitments in the MOA which will be executed for the Lawrence to Bryn Mawr Modernization Project may provide a method to ensure appropriate protective measures are undertaken for specific resources. **Appendix B** to this report includes sample language regarding vibration monitoring that could be incorporated into the project MOA to minimize the risk of vibratory impacts during construction.

Other potential mitigation measures to minimize construction impacts could include defining communications protocols, implementing best management practices, or requiring specific access/detour options during closures. As part of the ongoing NEPA process, CTA will work with stakeholders to develop mitigation measures to offset changes in mobility during construction.

Section 5

Conclusions

Within the limits of the APE for the Lawrence to Bryn Mawr Modernization Project, 261 individual resources were surveyed during 2012-2014. Of these individual structures, one is listed on the NRHP and 12 have been recommended as eligible according to the criteria established for listing on the NRHP. Beyond the 13 individual resources, there are four NRHP-listed historic districts that fall within the APE boundaries: Uptown Square, West Argyle Street, Lakewood Balmoral, and Bryn Mawr Avenue.

The proposed Build Alternative for the project includes modernization efforts at four stations and reconstruction of the track structure as a modern aerial structure. The project would result in adverse effects on four historic resources:

- The elevated track structure, portions of which would be replaced with a modern aerial structure, compromising its historic integrity. It is important to acknowledge that the Red and Purple line structures are dynamic elements within a functioning transportation system that must continue to be rehabilitated, modified, and replaced in order to meet safety requirements and continue their historic role in the transit network.
- Uptown Square Historic District, which would experience an adverse effect due to the reconstruction of the track structure, which is a contributing element within the district.
- The West Argyle Street Historic District, which would experience an adverse effect due to the loss of a contributing building located beneath the existing track structure.
- The Bryn Mawr Avenue Historic District, which would experience an adverse effect due to the loss of a contributing building located beneath the existing track structure.

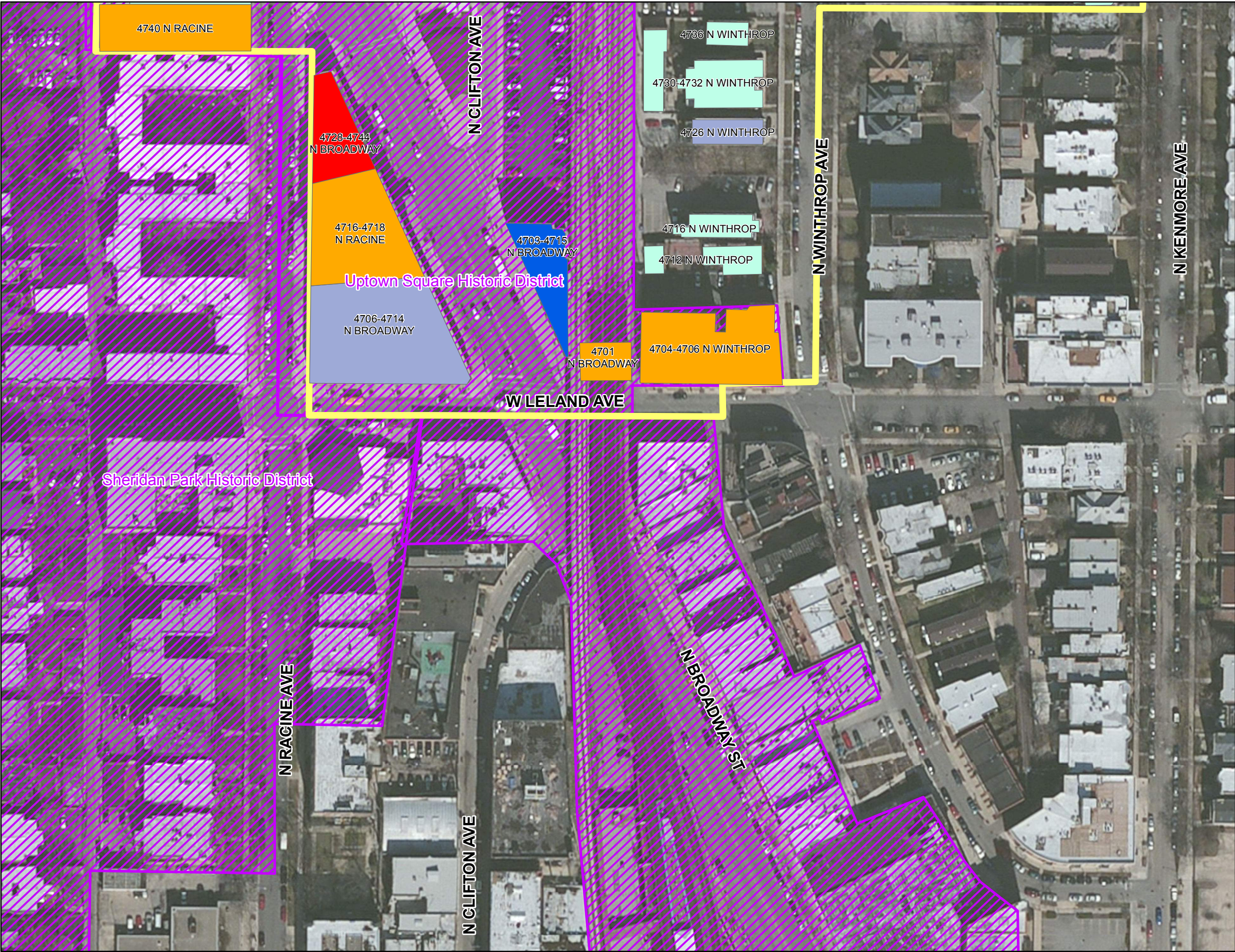
No further historic resources would be adversely affected by the Build Alternative although protective measures will be required at some locations to limit construction impacts. Language in **Appendix B** presents examples from other projects to illustrate different techniques for mitigating potential construction vibration. No impacts to CHRS Orange or local landmark properties will result from implementation of the Build Alternative.

5.1 Next Steps

To finalize the supplemental eligibility and effects phase of the Section 106 consultation process, CTA requests that any written comments on these materials be provided to CTA within 30 days of receipt of these materials. Consulting party input will be considered and recommended findings discussed herein will be reassessed as necessary to finalize the supplemental eligibility and effects determinations.

CTA and FTA will then work with the IHPA and other consulting parties to develop measures to avoid, minimize, and mitigate adverse effects on historic properties. Some representative measures have been identified throughout this report. We anticipate this process will culminate in an MOA with the IHPA that describes these commitments.

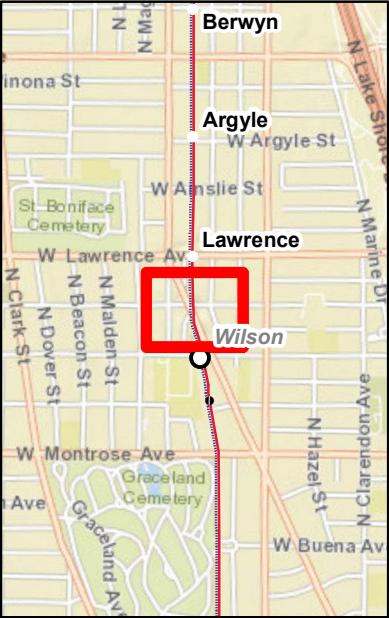
Appendix A: Maps of Surveyed Resources within the Lawrence to Bryn Mawr Modernization APE



RPM Eligibility Recommendations

Map Panel: 1 - Lawrence to Bryn Mawr
Modernization

Inset



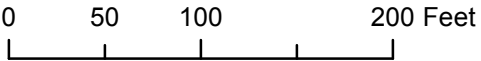
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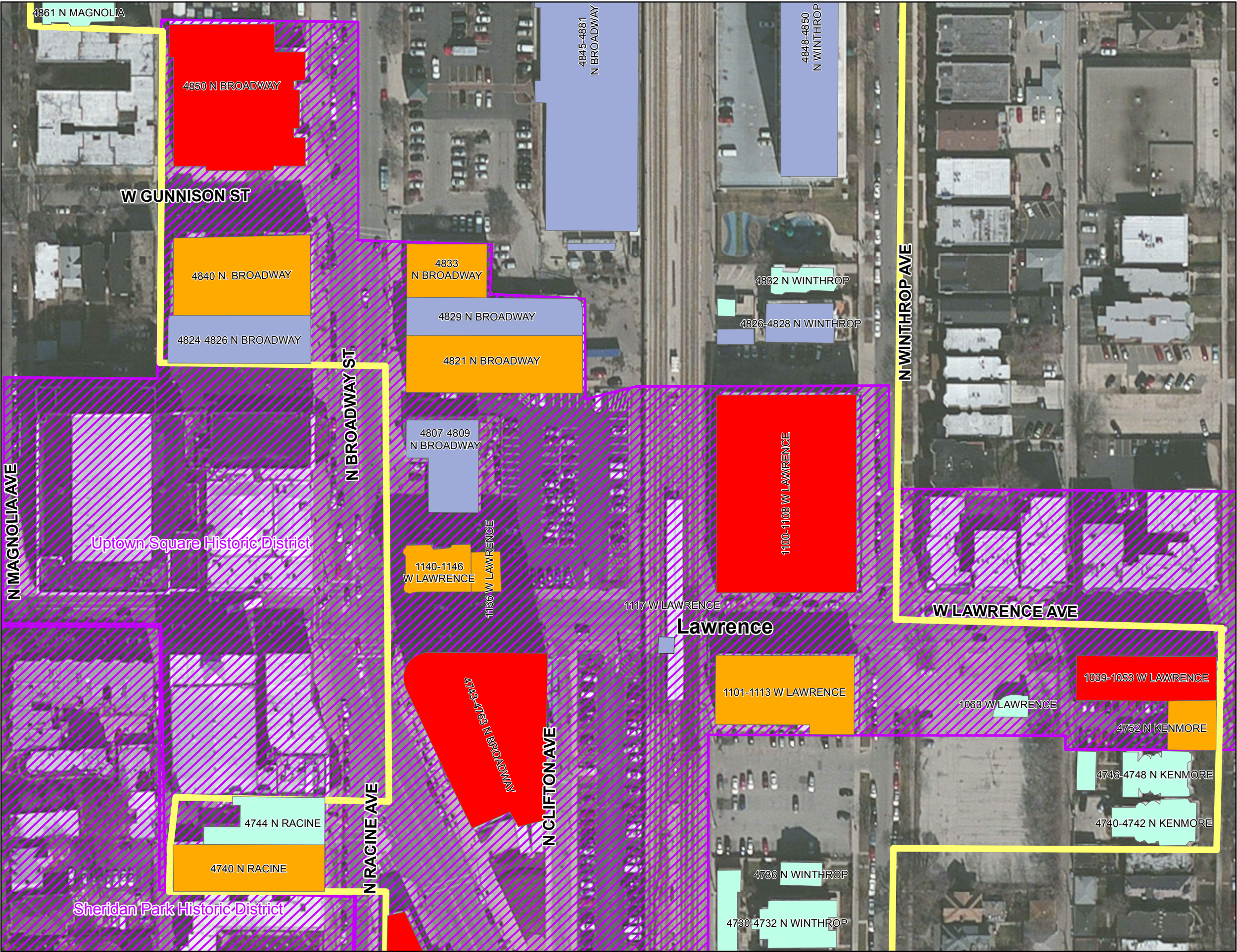
- 106 APE for RPM EA
- Historic Districts
- Surveyed Historic Properties**
 - NRHP Eligible
 - NRHP Listed
 - Contributing to District
 - Local Landmark
 - Modern
 - Not NRHP Eligible
 - Razed

North



Scale





RPM Eligibility Recommendations

Map Panel: 2 - Lawrence to Bryn Mawr
Modernization

Inset



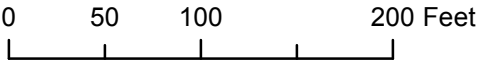
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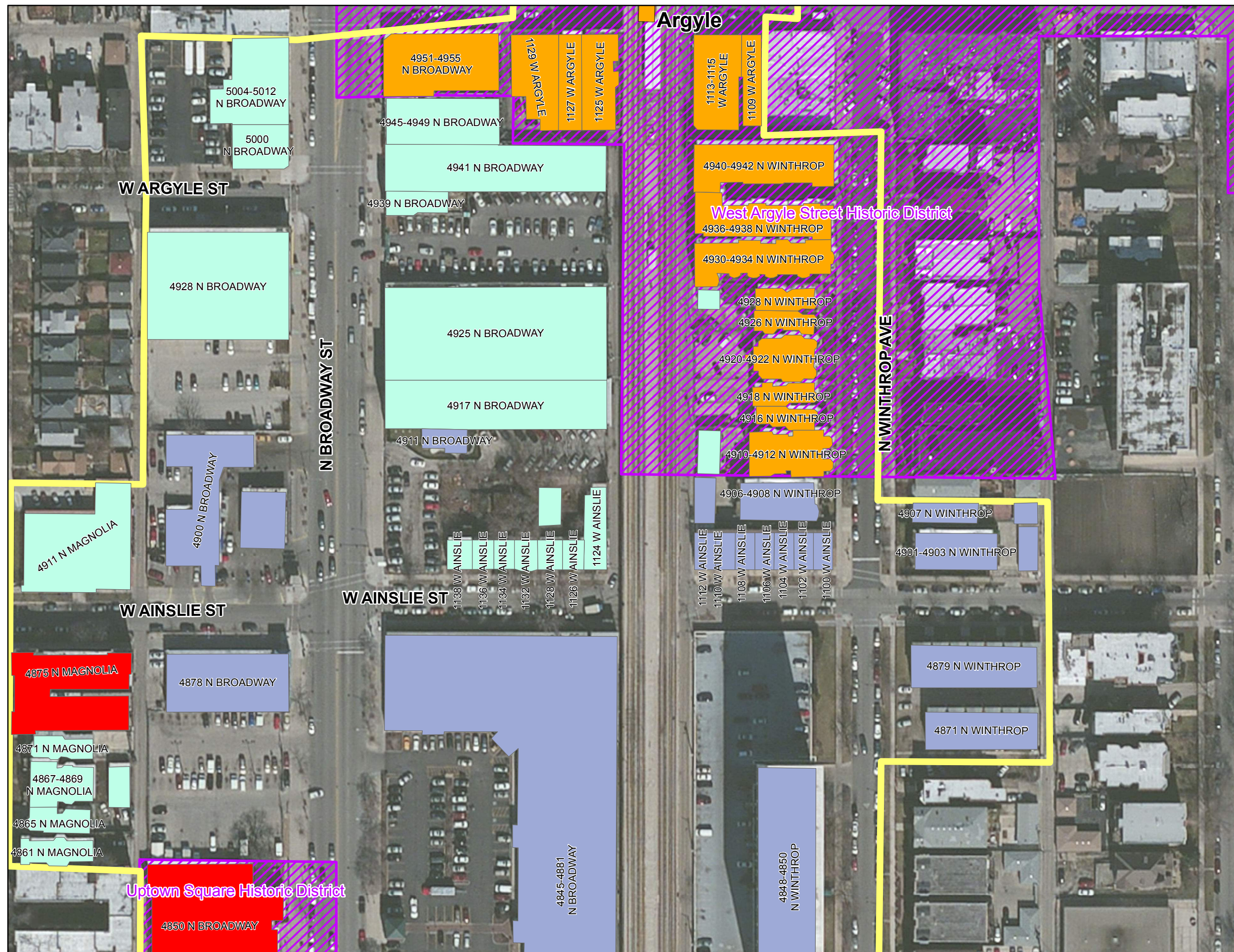
- 106 APE for RPM EA
- Historic Districts
- Surveyed Historic Properties**
 - NRHP Eligible
 - NRHP Listed
 - Contributing to District
 - Local Landmark
 - Modern
 - Not NRHP Eligible
 - Razed

North



Scale

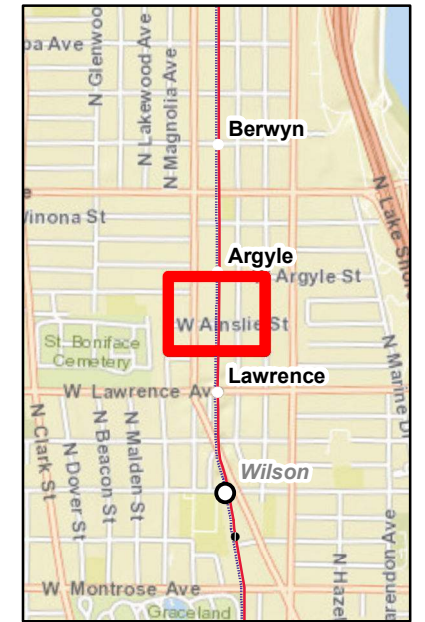





RPM Eligibility Recommendations

Map Panel: 3 - Lawrence to Bryn Mawr
Modernization

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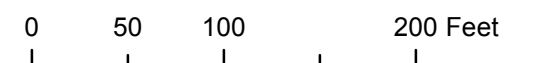


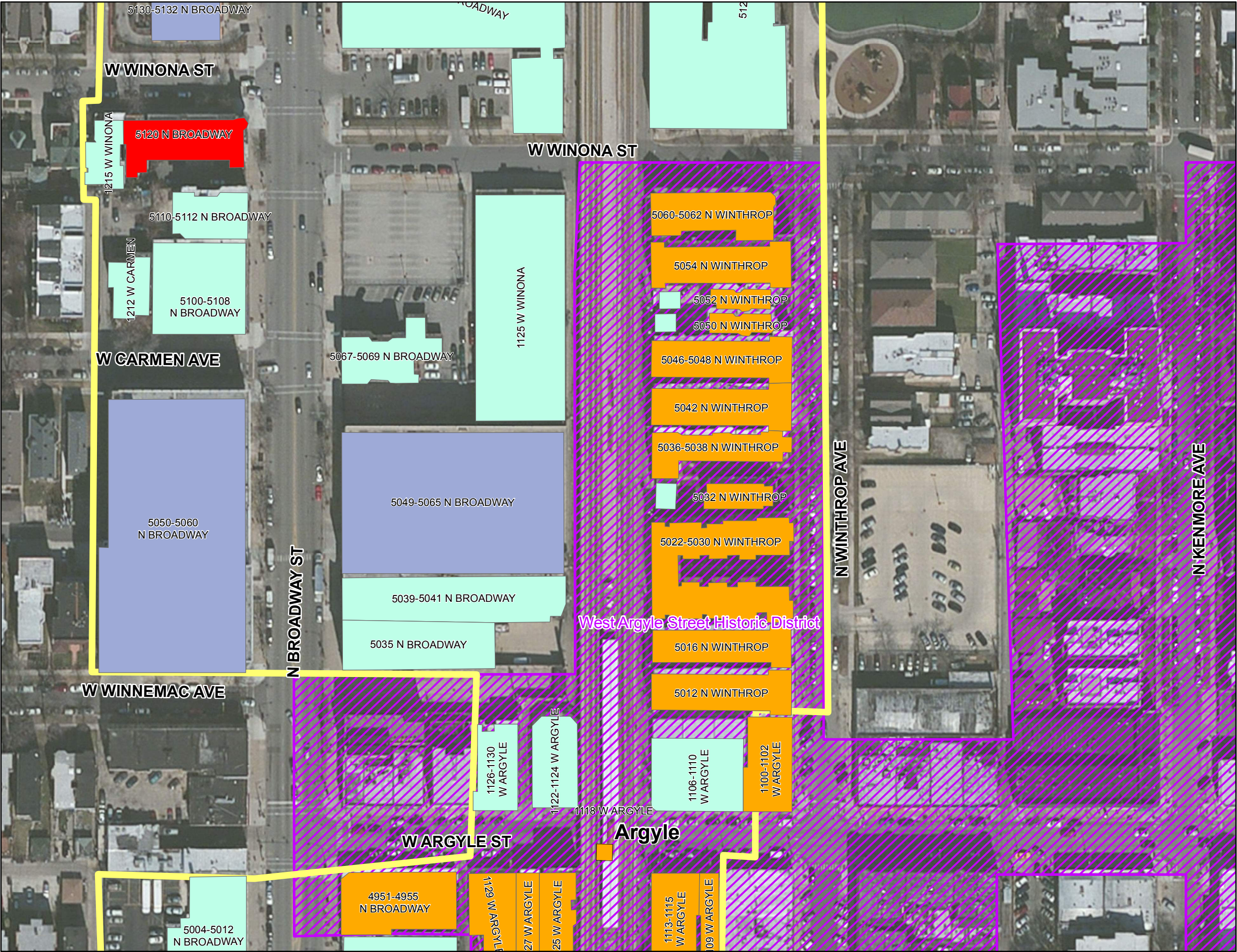
Legend

- 
- Surveyed Historic Properties**
- 106 APE for RPM EA
 - Historic Districts
 - NRHP Eligible
 - NRHP Listed
 - Contributing to District
 - Local Landmark
 - Modern
 - Not NRHP Eligible
 - Razed



Scale





RPM Eligibility Recommendations

Map Panel: 4 - Lawrence to Bryn Mawr
Modernization

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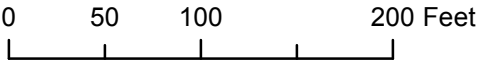
Legend

- 106 APE for RPM EA
- Historic Districts
- Surveyed Historic Properties**
 - NRHP Eligible
 - NRHP Listed
 - Contributing to District
 - Local Landmark
 - Modern
 - Not NRHP Eligible
 - Razed

North



Scale



106 APE for RPM EA

Historic Districts

Surveyed Historic Properties

NRHP Eligible

NRHP Listed

Contributing to District

Local Landmark

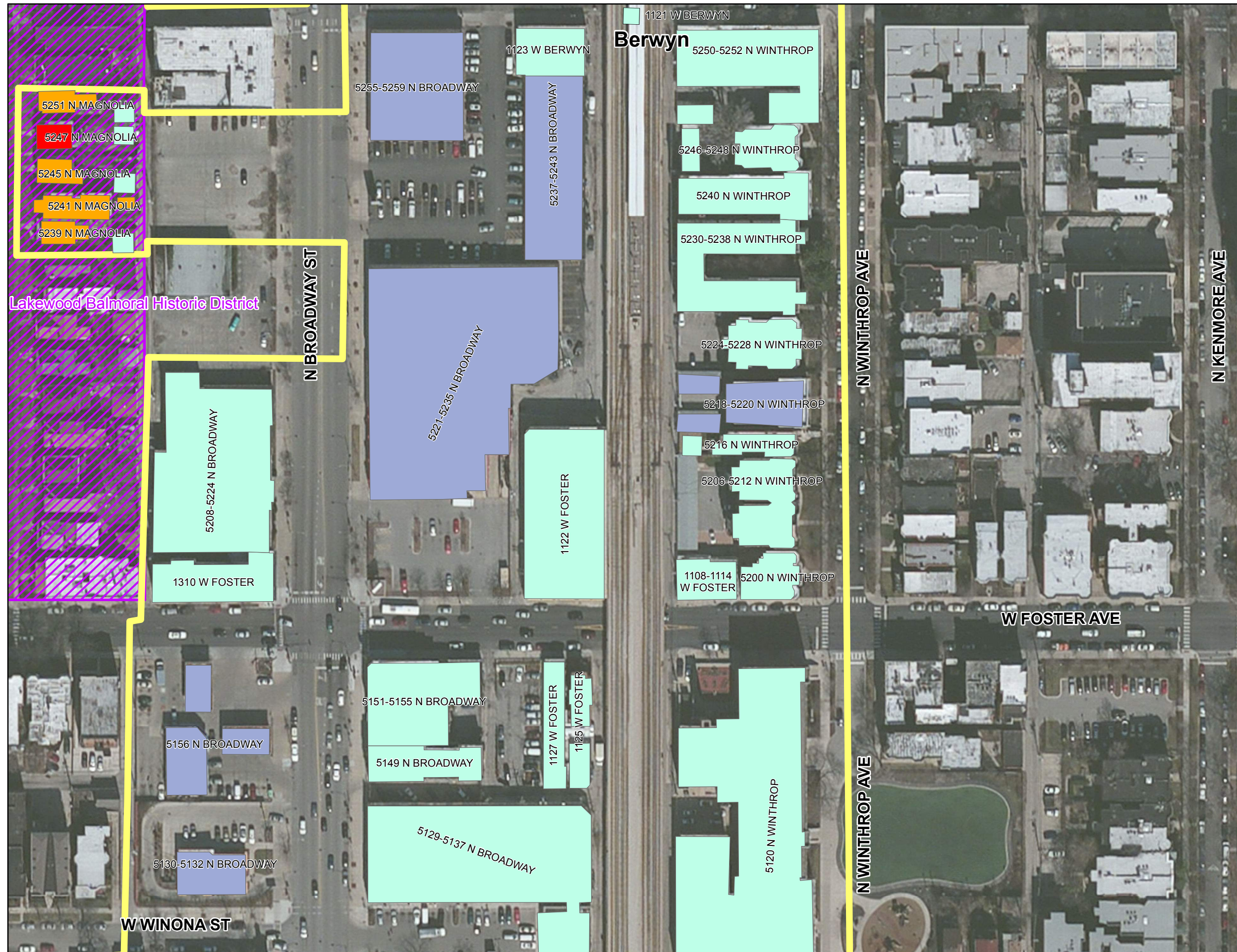
Modern

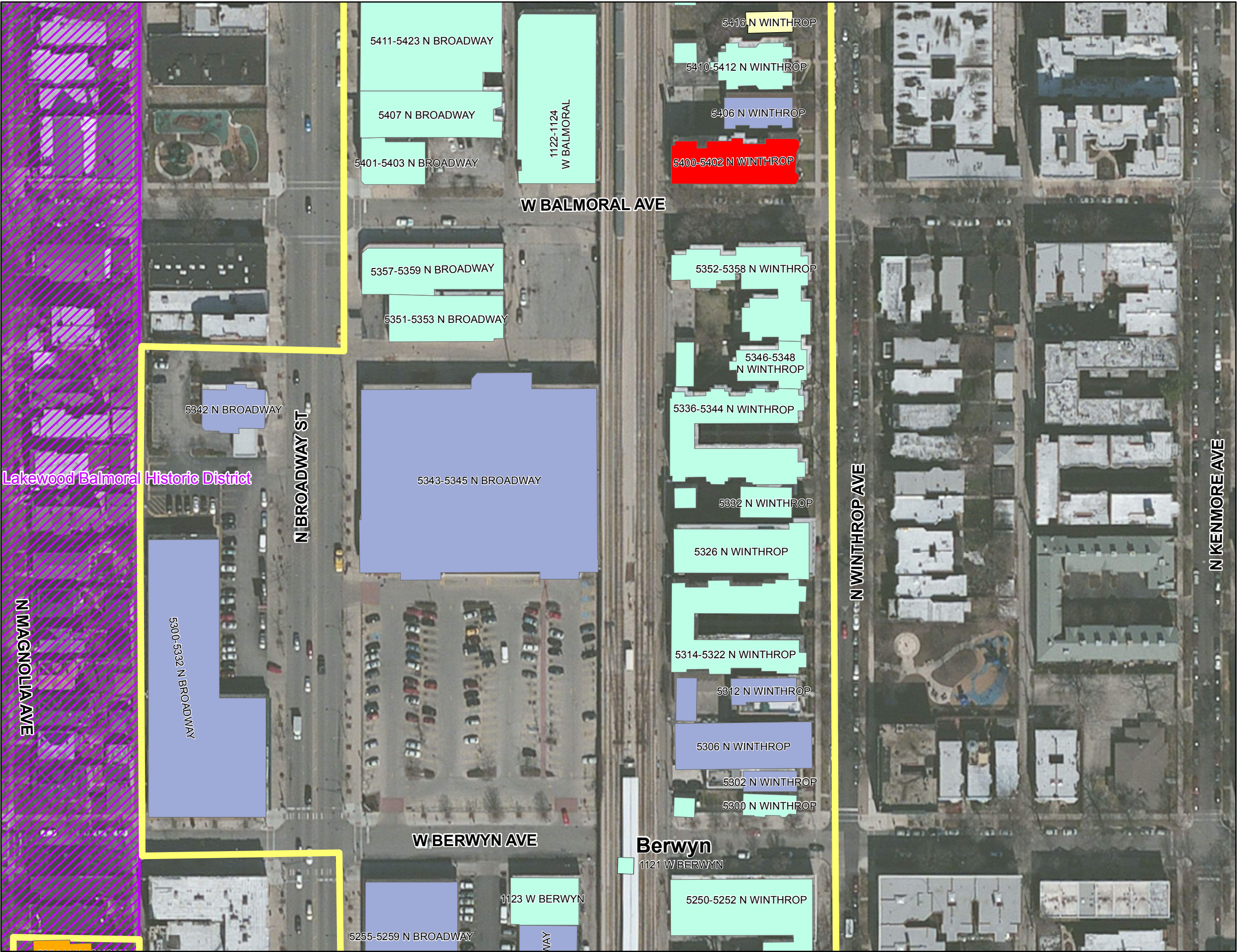
Not NRHP Eligible

Razed



0 50 100 200 Feet

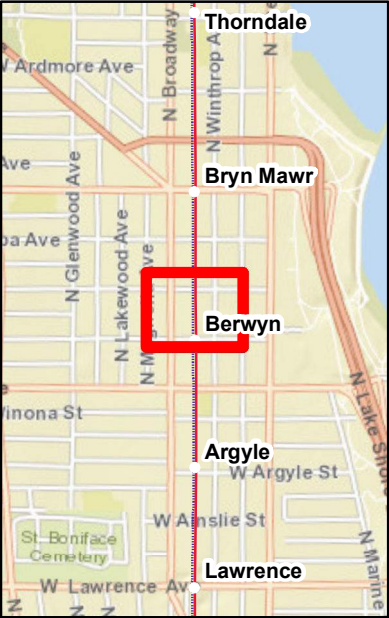




RPM Eligibility Recommendations

Map Panel: 6 - Lawrence to Bryn Mawr
Modernization

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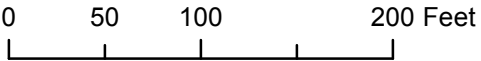
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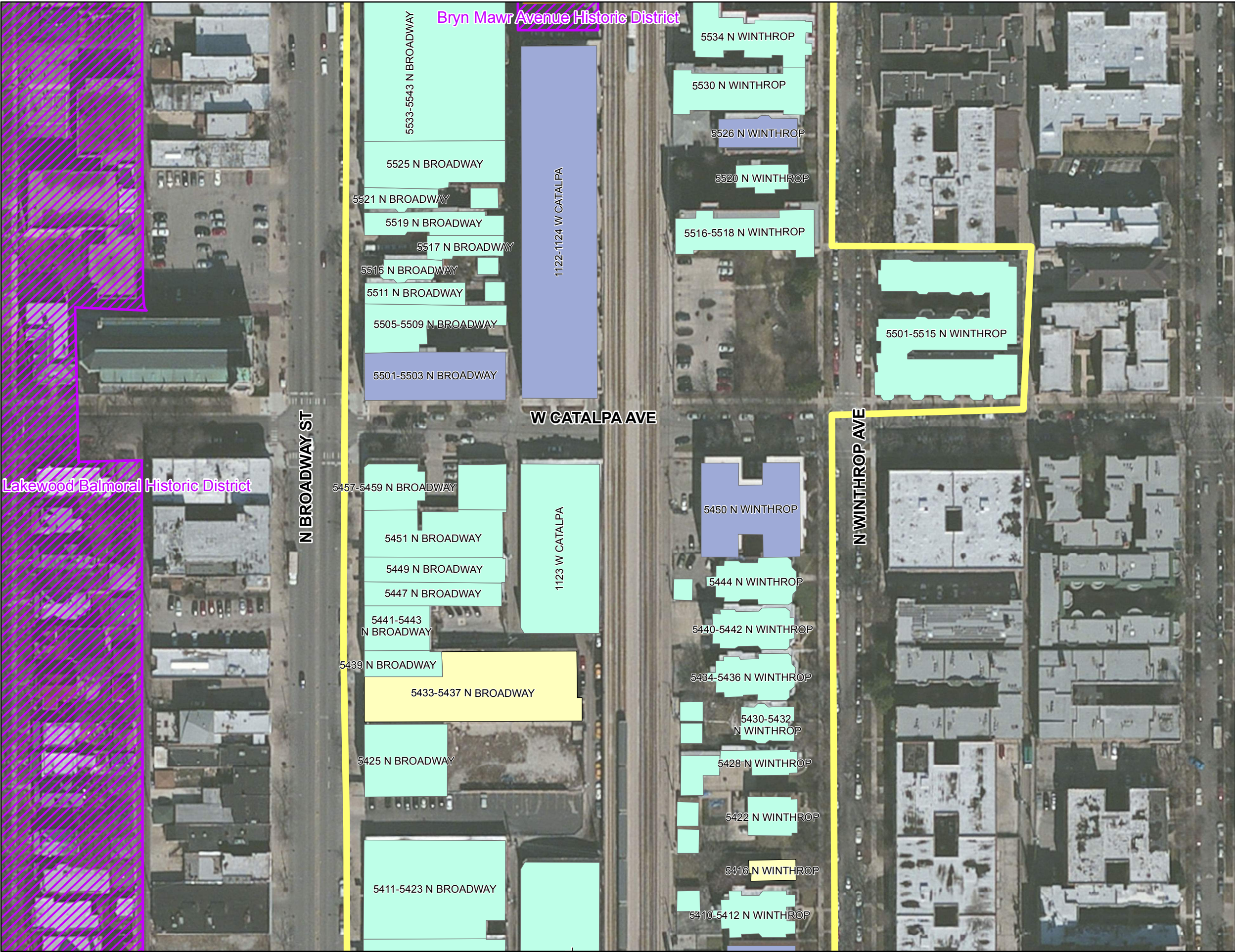
- 106 APE for RPM EA
- Historic Districts
- Surveyed Historic Properties**
 - NRHP Eligible
 - NRHP Listed
 - Contributing to District
 - Local Landmark
 - Modern
 - Not NRHP Eligible
 - Razed

North



Scale

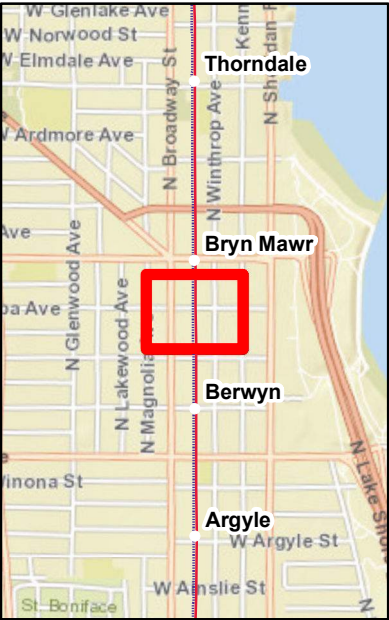




RPM Eligibility Recommendations

Map Panel: 7 - Lawrence to Bryn Mawr
Modernization

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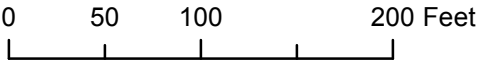
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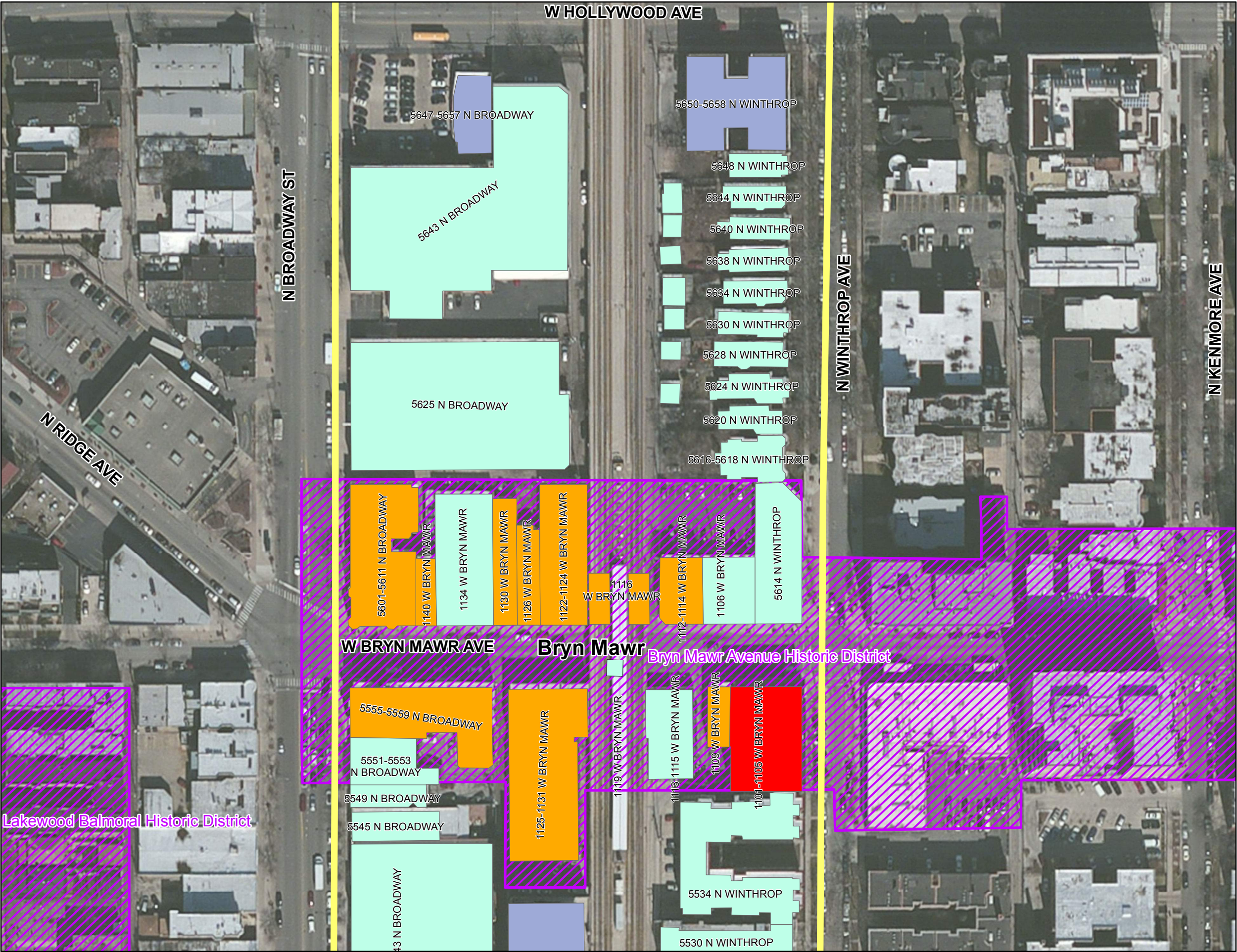
- 106 APE for RPM EA
- Historic Districts
- Surveyed Historic Properties**
 - NRHP Eligible
 - NRHP Listed
 - Contributing to District
 - Local Landmark
 - Modern
 - Not NRHP Eligible
 - Razed

North



Scale





RPM Eligibility Recommendations

Map Panel: 8 - Lawrence to Bryn Mawr
Modernization

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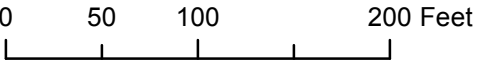
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- 106 APE for RPM EA
- Historic Districts
- Surveyed Historic Properties**
 - NRHP Eligible
 - NRHP Listed
 - Contributing to District
 - Local Landmark
 - Modern
 - Not NRHP Eligible
 - Razed

North



Scale





RPM Eligibility Recommendations

Map Panel: 9 - Lawrence to Bryn Mawr
Modernization

Inset



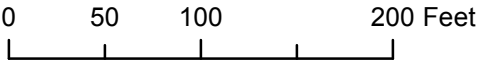
Legend

- 106 APE for RPM EA
- Historic Districts
- Surveyed Historic Properties**
 - NRHP Eligible
 - NRHP Listed
 - Contributing to District
 - Local Landmark
 - Modern
 - Not NRHP Eligible
 - Razed

North



Scale



Appendix B: Sample Language for Vibration Commitments

There are a number of ways that commitments can be structured to protect historic resources from damage due to ground-borne vibration. The excerpts below are copied from other projects throughout the country to demonstrate available types of commitment options.

Example 1: Wilson Transfer Station Project in Chicago, IL

The following provisions are included in the MOA prepared for the Wilson Transfer Station Project (Stipulation I.3):

- A. “CTA will conduct a conditions assessment for the Uptown Broadway Building and prepare a protection and stabilization plan prior to construction. As much as is feasible, the assessment and plan will safeguard the façade against damage or destruction during demolition of the elevated rail line and 4701 N. Broadway, as well as during construction of the new elevated rail line and 4701 North Broadway, as well as during construction of the new elevated rail line; and
- B. “Construction activities will be temporary and will be conducted in accordance with the Chicago Environmental Noise Ordinance (Article XXI, “Environmental Noise and Vibration Control”, Section 11-4-2835); and
- C. “SHPO and the owners of the building will be given an opportunity to comment in writing on the adequacy of these plans.

A full copy of the MOA developed for the Wilson Transfer Station Project is online at www.transitchicago.com/assets/1/planning/2014-06-11_CTA_Wilson_Station_-_FONSI_FINAL_COMPLETE.pdf.

Example 2: Regional Connector Transit Corridor EIS in Los Angeles, CA

“A survey of historic properties and/or historical resources within 21 feet of vibration producing construction activity would be conducted to assess the building category and the potential for GBV to cause damage. The survey would also be used to establish baseline, pre-construction conditions for historic properties and historical resources.

“During preliminary and final design of the project, subsurface (geotechnical) investigations would be undertaken under this measure to evaluate soil, groundwater, seismic, and environmental conditions along the alignment. This analysis would assist in the development of appropriate support mechanisms for cut and fill construction areas. The subsurface investigation would also identify areas that could experience differential settlement as a result of using a TBM in close proximity to historic properties and/or historical resources. An architectural historian or historical architect who meets the Secretary of the Interior’s Professional Qualification Standards would provide input and review of final design documents prior to implementation of measures (36 CFR Part 61).

“For those historic properties and historical resources that have the potential to be affected or impacted by ground-borne vibrations and/or differential settlement, Metro would use building protection measures such as underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. These techniques, combined with a geotechnical and vibration monitoring program, would help protect identified historic properties and historical resources. The historic property and historical resource protection measures as well as the geotechnical and vibration monitoring program would be reviewed by an architectural historian or historical architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR Part 61) to ensure that the measures would adequately protect the properties/resources. A post-construction survey would also be undertaken to ensure that adverse effects or significant impacts had not occurred to historic properties and historical resources.

“For those historic properties and historical resources that have the potential to be affected or impacted by differential settlement caused by TBM construction, a contractor would be required to develop and use an earth pressure balance or slurry shield TBM. The method of machine operation would be based on the anticipated ground conditions near historic properties and historical resources. These construction methods and machinery types would reduce the potential for differential settlement near historic properties and historical resources.”

Example 3: Louisville-Southern Indiana Ohio River Bridges Project in Louisville, KY

“To avoid damage to historic properties, the BSMT shall ensure that construction blasting/vibration plans and bridge pier construction plans shall be developed by their contractor(s) prior to beginning any construction activities that would require blasting or result in vibration. These construction blasting/vibration plans shall be implemented during appropriate construction activities. Maximum threshold values for historic properties that the plan must meet are shown in Table 1 below. The values are presented in terms of peak particle velocity (PPV), the accepted method of evaluating the potential for damage. The vibration criteria shall apply for pile driving, vibratory compaction, and blasting activities.

Type of Structure	Ground-borne Vibration Impact Level (PPV)
Fragile	0.20 in/sec
Extremely Fragile Historic	0.12 in/sec

“The BSMT shall discuss with the BSHCT the protective measures to be used by the Contractor to protect historic resources from vibration damage. The BSMT shall seek the recommendations of the BSHCT regarding any additional properties not identified by the Contractor that should be considered Extremely Fragile.

“These plans shall be developed, as directed by the contract documents, for those properties specified in Stipulation III Site-Specific Mitigation and Contract Provisions and shall include requirements for pre-and post-construction surveys conforming to industry standards,

construction monitoring, and other measures to minimize harm to historic properties. The BSMT shall be responsible for overseeing the development of these plans, in consultation with the BSHCT, who will help identify appropriate structures to monitor.”

Example 4: Central Corridor Light Rail Transit Project in St. Paul, MN

“The MC will develop and implement a historic properties Vibration and Noise Management and Remediation Plan (VNMRP) to address issues related to vibrations and noise caused during LRT construction and operations. The VNMRP will be developed in consultation with parties to this AGREEMENT consistent with procedures stipulated in Subparagraph E of this stipulation.

“Pre-construction survey: The VNMRP will develop a schedule and methodology for a preconstruction survey of all historic properties within fifty feet of the PROJECT track alignment (including contributing properties in historic districts). This survey will provide a baseline of existing structural conditions to facilitate later identification of any structural and/or cosmetic damage caused by PROJECT construction. A post-construction survey of all properties will identify any changes from pre-construction condition and assess possible cause of these changes.

“Vibration from PROJECT construction: The VNMRP will outline a methodology for monitoring vibration during PROJECT construction at certain historic properties. It will specify thresholds for vibration during construction and will include details about the process, equipment (including crack-monitoring gauges), documentation standards, and frequency of monitoring. Thresholds will be set using guidance from FTA. If different thresholds are set, MC will submit to FTA documentation to support a different threshold for FTA's review and approval. The following historic properties will be monitored during PROJECT construction: Lowertown Historic District (contributing properties within 50 feet of light rail track); St. Paul Athletic Club; Central Presbyterian Church; St. Agatha's Conservatory of Music and Fine Arts; Church of St. Louis, King of France and Rectory; Minnesota State Capitol; Norwegian Evangelical Lutheran Church; and University of Minnesota Campus Mall Historic District.

“The VNMRP will include provisions for timely reporting of the results of the pre-construction survey and construction monitoring efforts to MnSHPO and owners of historic properties. It will also include a process to notify MC of any observed vibration or noise effects on the above referenced properties and, if problems are identified, identify specific provisions to address those problems (including, but not limited to, cessation of construction activity, repair of damage, and other appropriate measures).

“All owners of historic properties will be consulted regarding the provisions of the VNMRP. This consultation will provide information on the purpose of, and process for completing, the pre-construction survey and other work under the plan, and the process for substantiating damages and for seeking remediation for substantiated damage claims should damage result from construction or operations of the PROJECT. Any agreements with owners of historic properties that contain provisions related to vibration or noise issues will be consistent with the provisions of the VNMRP. Copies of such agreements will be made a part of the VNMRP and/or forwarded to MnSHPO.

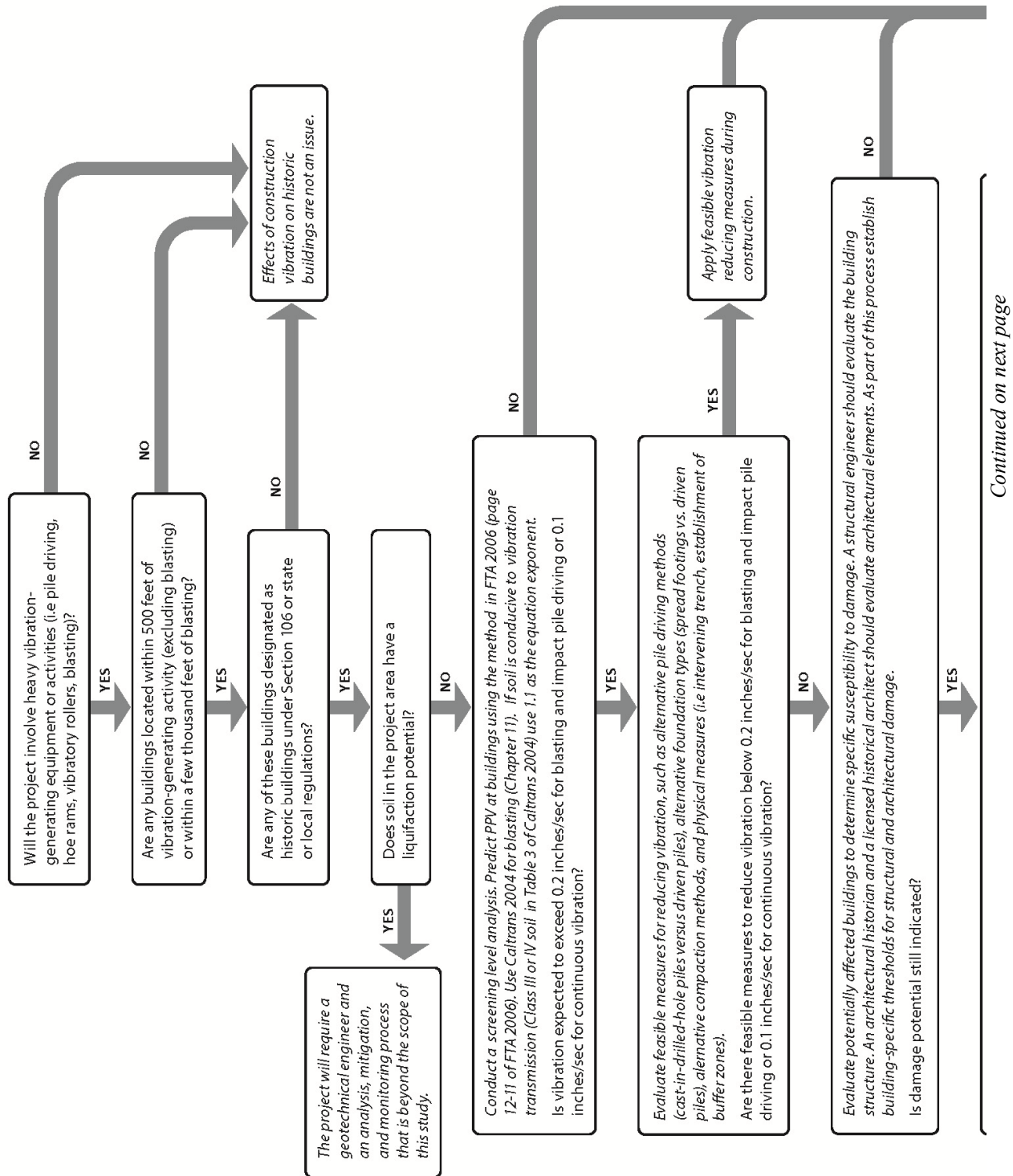
“The team preparing the VNMRP will include a historian or architectural historian meeting the Secretary of the Interior's Professional Qualifications Standards.

“The VNMRP will be developed by the MC in consultation with MnSHPO and the draft plan will be submitted to MnSHPO and other consulting parties for a 30-day review and comment period. The MC shall

consider all comments received in a timely fashion prior to issuing a final report. FT A will approve the final VNMRP. The final plan will be submitted to MnSHPO for concurrence regarding effects on historic properties by December 31, 2009.”

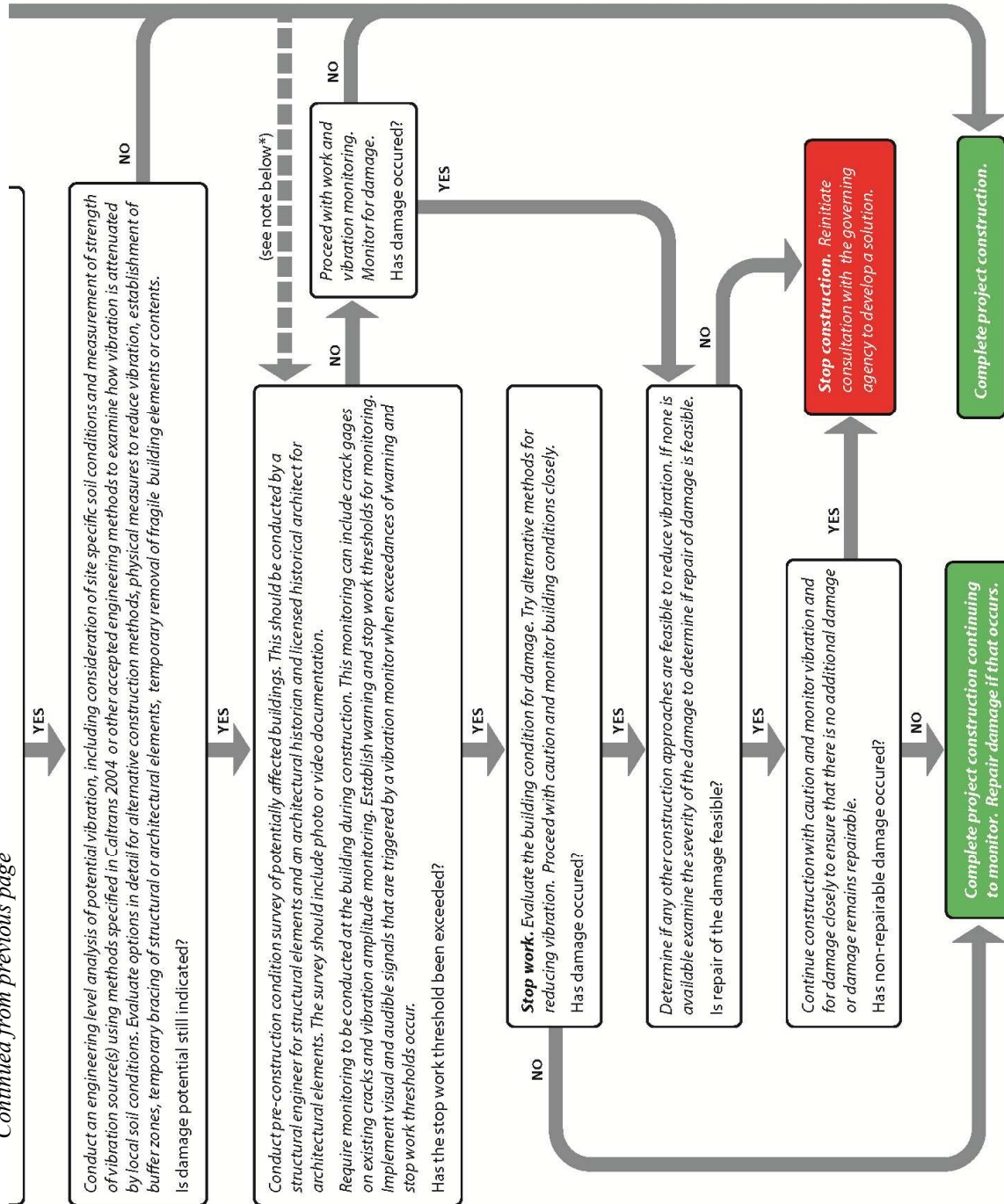
Example 5: Flow Chart for Recommended Approach for Addressing Construction Vibration Impacts on Historic Buildings from NCHRP Report 25-25(Task 72) Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects

A flow chart detailing the study’s recommended approach for addressing construction vibration impacts on historic buildings is presented, divided between the next two pages.



Continued on next page

Continued from previous page



*Note: It may be desirable to conduct a pre-construction survey and to conduct monitoring even if the initial analysis indicates that damage is unlikely. Factors to consider would include the level of detail of the engineering information, the related confidence in the engineering analysis, the historical significance of the building, and the level of concern by the public and public agencies.

MEETING NOTES

RE: Section 106 Supplemental Eligibility & Effects Meeting
Red Purple Modernization (RPM) Program
Lawrence to Bryn Mawr Modernization Project

DATE: August 21, 2014

LOCATION: CTA Office/Conference Call

TO: Distribution and All Attendees

ATTENDEES:

Name	Organization
Reggie Arkell	FTA Region V
Mark Assam	FTA Region V
Shelia Clements	FTA Region V
Steve Hands	CTA
Carole Morey	CTA
Marlise Fratinardo	CTA
Don Gismondi	CTA
David Halpin	IHPA
LeRoy Blommaert	Edgewater Historical Society
Maria Stone	Friends of the Parks
Justin Miller	Landmarks Illinois
Erica Ruggiero	Preservation Chicago
Martin Tangora	Uptown Historical Society
April Manlapaz	Chicago Transit Partners (CTP)
Jenifer Palmer	CWC Transit Group
Michael Booth	CWC Transit Group
John Mettille	CWC Transit Group
Rebecca Thompson	CWC Transit Group
Robert Ball	CWC Transit Group

PREPARED BY: Rebecca Thompson

ISSUE DATE: September 3, 2014

Meeting called to order at 9:30 am CT

Objective: Lawrence to Bryn Mawr Modernization Project
Supplemental Eligibility and Effects Meeting for Section 106 Consultation

Item No.	Item Description
1	<p>Welcome/Intro</p> <ul style="list-style-type: none"> Carole Morey (CTA) provided an introduction to the meeting, welcoming attendees. Phase One of the RPM program includes two distinct projects where CTA will complete an Environmental Assessment (EA): the Lawrence to Bryn Mawr Modernization Project and the Red-Purple Bypass Project. The purpose of today's meeting is to review the historic impacts of the Lawrence to Bryn Mawr Modernization Project. A separate Section 106 consultation meeting for the Red-Purple Bypass Project is planned for late September. For both projects, CTA awarded a preliminary engineering contract at the August 2014 board meeting. Ms. Morey continued: implementation of the Lawrence to Bryn Mawr Modernization Project is a lengthy process. All materials shared today are preliminary concepts that allow CTA and FTA to analyze environmental impacts of the project as part of the National Environmental Policy Act (NEPA) process. CTA and FTA plan to hold an additional Section 106 consultation meeting for the Lawrence to Bryn Mawr Modernization Project in spring 2015 to review mitigation options and the Memorandum of Agreement for adversely affected historic resources. Preliminary engineering will continue through the development of the EA. Once preliminary engineering is completed, the project will be constructed as a Design-Build contract. CTA anticipates construction beginning in 2017. Ms. Morey continued: today, most of the Lawrence to Bryn Mawr Modernization Project area is supported by embankment that has structural issues (e.g., exposed rebar and concrete falling apart). CTA completed some interim station improvements in 2012; because of the age and poor condition of the structure, these improvements only provided temporary repair and issues (e.g., water leakage) still persist. While this accelerates CTA's proposed timeline to advance the project, CTA continues to be sensitive to the environment and historic districts in the area.
2	<p>Section 106 Refresher</p> <ul style="list-style-type: none"> John Mettillie (CWC) reviewed the handouts distributed to attendees and provided an overview of the agenda. Section 106 is one component of the ongoing NEPA process and will be the focus of today's meeting. Opportunities to comment on other topics will occur next year with the publication of the EA. Mr. Mettillie reviewed the previously completed Section 106 tasks from the RPM corridor level work.
3	<p>Evolution of the RPM Program</p> <ul style="list-style-type: none"> Steve Hands (CTA) reviewed the evolution of the RPM program, which originally included 9.6 miles of corridor rehabilitation/modernization efforts from just north of Belmont to Linden station. Four alternatives were presented during the last consultation. Based on feedback and implementation considerations, FTA and CTA decided to phase improvements to deliver the project more in line with the timeline expected by the public. Phase One includes about \$1.7 billion worth of improvements with a more definitive timeline for implementation.
4	<p>Overview of the Build Alternative</p> <ul style="list-style-type: none"> Mr. Hands provided a description of the Build Alternative, which is intended to provide continued high speed transit service along the Red and Purple lines, connecting north side residents to jobs in the downtown central business district (i.e., "Loop") area. None of the four stations in the project area have elevators for Americans with Disabilities Act (ADA) accessibility, resulting in a gap in ADA accessibility for two miles along the existing rail line. Existing platforms are very narrow, limiting the amenities that can be provided. The corridor has a low travel speed due in part to the condition of the deteriorated infrastructure.

Item No.	Item Description
	<ul style="list-style-type: none"> • LeRoy Blommaert (Edgewater Historical Society) asked where current slow zones exist. <ul style="list-style-type: none"> ○ Mr. Hands noted that there are several slow zones along the embankment now, within the project area. The Purple line has several; CTA will confirm locations on the Red line as some work was implemented in recent years to address these zones. <i>[Follow-up note: Slow zone maps can be found online at http://www.transitchicago.com/sze/#maps.]</i> Deterioration under the track leads to additional challenges. ○ Ms. Morey noted that the drainage system for the embankment has failed so any track repairs that CTA completes do not have a long life span. • Mr. Hands continued: the project would also increase vertical clearances beneath viaducts and remove the in-street supports. To widen the station platforms, the structure would span over the adjacent alley in some locations; alley spanning minimizes property impacts. At the Lawrence station, we propose to widen to the west to avoid impacts to the historic Aragon Ballroom. • Marlise Fratinardo (CTA) briefly described the conceptual station renderings, which were included as concepts to generate discussion. Two example styles were shown at Bryn Mawr: a modern design and a more traditional brick façade. Interior measures were also illustrated. • Mr. Hands continued: the project would include a closed deck track structure and noise walls to minimize noise impacts. During preliminary engineering, CTA would examine how much of the embankment wall would have to be removed. Portions of the wall would have to be removed in some locations. • Martin Tangora (Uptown Historical Society) asked whether the height of the rail would be the same in both the alley span and non-alley span sections. <ul style="list-style-type: none"> ○ Mr. Hands explained that the height of the new structure would be the same in both areas, but higher than the existing track structure by potentially three to six feet. The final elevation would largely depend upon the type of support elements selected, which would be determined during design. • Mr. Blommaert asked whether the increase in height will be constant throughout the project area. <ul style="list-style-type: none"> ○ Mr. Hands noted that this precise level of detail will be determined during design. The vertical clearance standard at cross streets has to be met, so there may be some minor ups and downs based on ground level changes. However, CTA does not expect that the difference in elevation along the route would result in a pronounced change.
5	<p>Supplemental Eligibility Recommendations</p> <ul style="list-style-type: none"> • Mr. Mettelle reviewed the supplemental eligibility recommendations. The Lawrence to Bryn Mawr Modernization Project Area of Potential Effect (APE) boundary matches the east/west boundaries of the original 9.6-mile long APE that was shared with consulting parties during previous Section 106 Consultation Meetings held in September and November 2012 . The north/south limits have been shortened to match the shorter project length. • Robert Ball explained that the original APE was developed in consultation with IHPA and FTA; it generally includes properties adjacent to either side of the track, but extends out in areas where vacant lots increase the viewshed of the track structure farther. • Mr. Tangora noted that the bump out around 5247 Magnolia is the most obvious. He confirmed

Item No.	Item Description
	<p>that it was included because it was visible due to the empty lot on Broadway.</p> <ul style="list-style-type: none"> ○ Mr. Ball noted that the two properties cited in Mr. Tangora's preliminary email comments (i.e., 5425 N Magnolia Avenue and 5500 N Broadway) fall outside of the APE so they are not addressed. • Mr. Hands added that the APE was originally developed when there were multiple alternatives and more cumulative displacements. As such, the APE is somewhat larger than necessary based on the new, smaller project footprint but accounts for a conservative worst case scenario in assessing historic impacts. • Mr. Mettille continued: originally over 450 structures along the 9.6-mile corridor were surveyed, including a representative sample of properties over 50 years in age. Additional structures were surveyed in 2014 to examine every structure within the smaller Lawrence to Bryn Mawr Modernization Project APE. One additional structure from the 2014 surveys is recommended as individually NRHP eligible: 4728-4744 N Broadway. This building falls within the Uptown Square Historic District. • Mr. Blommaert asked for clarification on who makes the eligibility recommendations. <ul style="list-style-type: none"> ○ Mr. Mettille noted that CTA and its architectural historians make these recommendations. • All consulting parties present agreed that 4728-4744 N Broadway should be considered individually eligible. • Mr. Blommaert stated that the Edgewater Historical Society feels that the embankment itself is an essential element in the historic character of the area. <ul style="list-style-type: none"> ○ Mr. Hands noted that as part of the eligibility analysis, the track structure has been determined NRHP eligible. He noted that the track structure is a resource that will be discussed throughout the presentation. The summary table on slides 41-42 references the "steel track structure" but it covers the embankment portion as well.
6	<p>Effects on Historic Resources and Preliminary Mitigation Discussion</p> <ul style="list-style-type: none"> • Mr. Mettille reviewed the regulations defining effects and the effect summary table for each community area. • Mr. Hands explained that CTA already incorporated substantial measures to minimize impacts while developing the Build Alternative. No privately owned historic properties would be directly affected by the project. The shift of the alignment to the west in the area of the Lawrence station was chosen to avoid impacts to the historic Aragon Ballroom. Alley spans represent design changes to minimize impacts on historic resources. • Mr. Mettille described the track structure, which is eligible under Criterion A and would be replaced with a modern aerial structure. • Mr. Blommaert asked the project team to define the term "aerial". <ul style="list-style-type: none"> ○ Mr. Hands explained that the new structure would be similar to the track structure at the Belmont station. The Build Alternative would include a new structural support system for the project, with the trains' weight supported only by the new components, not the existing embankment. The embankment would only be a visual element, not necessary for the operation of the line.

Item No.	Item Description
	<ul style="list-style-type: none"> ○ Ms. Morey noted that CTA will ask the preliminary engineers to determine how much of the embankment walls should be preserved. It could save time and money to leave the walls in place, but could also lead to constructability challenges. ○ Mr. Hands added that even if sections of the embankment were left in place, a substantial portion at the top would have to be removed for construction of the new aerial structure. In some areas, the full embankment would need to be removed (e.g., at stations). • Mr. Blommaert noted that further justification for the removal of the embankment is needed. • Mr. Mettillie noted that proposed conceptual mitigation options include possibly preparing documentation for the structure. <ul style="list-style-type: none"> ○ Mr. Blommaert commented that conceptually, taking a picture or documenting a structure before it is torn down provides limited value. • Ms. Morey emphasized that consulting parties are encouraged to submit written comments after the meeting, tying any mitigation options back to the use of the structure and the actual characteristics that are affected. • Mr. Tangora asked whether the fill material would be preserved if it is no longer part of the structural system. Would the track structure be open underneath? <ul style="list-style-type: none"> ○ Mr. Hands confirmed that it would be open if the fill/walls were totally removed. Most likely, the area beneath the structure would be secured. CTA asked the public about their preferences for use of the area underneath the structure and for design features, but no formal decisions have been made yet. ○ Ms. Morey added that some portions of the embankment would have to be removed, but CTA does not yet know how much would be retained. ○ Mr. Hands noted that even though the track structure is historic, it is a dynamic, functioning element in the transportation system. The track structure has to be rehabilitated and modified over time to continue to serve this historic use. ○ Mr. Tangora noted that the necessity to remove the embankment may have to be explained in more depth as part of the public outreach efforts. • Mr. Blommaert commented that he is not convinced of the need to remove the embankment. Elevated rail lines on embankment exist city-wide. Some are still in use as heavy rail freight lines; freight rail operators have found a way to maintain the infrastructure at a usable level. CTA should either better justify the embankment removal or do something less than what is currently proposed. • Mr. Mettillie noted that the track structure is a contributing element within the Uptown Square Historic District; because the track structure would be modernized, the district would be adversely affected. One of the recommendations from the Wilson Transfer Station Project was to remove the track structure from the district's National Register of Historic Places (NRHP) nomination form because of the extent of modifications. CTA staff explained that much of the track structure within the district was rebuilt in the 1990s. Most of the remaining portion of track structure dating to the 1920s would be rebuilt by the Wilson Transfer Station Project. • Mr. Tangora commented that the project would remove the embankments in Uptown, near the Lawrence Street parking areas where the walls are very visible. The new structure should fit the

Item No.	Item Description
	<p>context of the district, not create a modern steel/glass superhighway through it.</p> <ul style="list-style-type: none"> • Justin Miller (Landmarks Illinois) commented that a Historic Preservation Plan (HPP) is a really good option for several reasons. The plan should focus on the entire district, not just redevelopment sites or the core station area. The district's Uptown Theater (beyond the APE) should definitely be addressed. • Erica Ruggiero (Preservation Chicago) added that for the entire district, CTA should prepare Historic American Building Survey (HABS) records for all affected buildings, not just the track structure. This includes stations as well. <ul style="list-style-type: none"> ○ Mr. Hands clarified that in the Uptown Square Historic District, the only affected property would be the track structure. ○ Ms. Ruggiero reiterated that generally speaking, HABS records should be completed for everything. • Mr. Mettillie discussed effects for the West Argyle Street Historic District, which would include reconstruction of the station façade and removal of the vacant commercial space on the opposite side of the street. Pictures of the station house in 1985 and 2012 and of the retail space opposite the station were included in the presentation. <ul style="list-style-type: none"> ○ Mr. Tangora noted that the 1985 station photo predates the district's NRHP nomination form. • Mr. Tangora commented that some of the old design elements should be included in new station design. <ul style="list-style-type: none"> ○ Mr. Hands asked Mr. Tangora which elements specifically are important to retain. Mr. Hands requested that parties send in comments on specific architectural elements of the station that are important for preservation to help CTA and FTA as the preliminary design stage begins. ○ Mr. Tangora noted that the stylish columns are important and their replacement would not be required under the Secretary of Interior (SOI) Guidelines alone. • Mr. Tangora asked for clarification on where entrances are planned. <ul style="list-style-type: none"> ○ Mr. Hands noted that based on preliminary concepts, an entrance would be located on the north side with at least an exit stair on south side. Details will be refined during future design stages. • Mr. Tangora asked for clarification on whether the platform would be extended to north. <ul style="list-style-type: none"> ○ Mr. Hands confirmed that is correct. • Mr. Mettillie reviewed mitigation options for the West Argyle Street Historic District. • Mr. Miller asked whether station facades could be recreated. <ul style="list-style-type: none"> ○ Ms. Fratinardo noted that available shop drawings for Bryn Mawr and Argyle Stations consist of a single page with minimal details. Generally, the stations were built as modular components that were replicated along the line. Documentary evidence, such as historical photos, could provide information on specific architectural features. Any recreation would be largely imaginative. ○ Mr. Tangora noted that Google has a program to recreate a 3D model from still images. ○ Mr. Hands explained that a couple factors limit CTA's ability to recreate the historic station. The vertical clearance changes. Support columns in the center of the street must be removed. The

Item No.	Item Description
	<p>old columns at the stationhouse limit sight lines, creating personal safety issues. CTA must consider a range of issues while developing design plans and cannot completely recreate the 1920s design.</p> <ul style="list-style-type: none"> ○ Ms. Ruggiero requested that CTA designs attempt to keep the spirit of the station. CTA should reinstall as much of the historic fabric as possible as the station is rebuilt. • Mr. Hands mentioned that the CTA-owned retail building east of Argyle station is not a contributing element to the district. The building is not historic and as such is not a discussion topic in this consultation process. • Mr. Mettillie initiated the discussion on effects and mitigations at the Bryn Mawr Avenue Historic District. The vacant commercial space at 1116 W Bryn Mawr Avenue will be removed, thereby impacting the historic district. • Mr. Blommaert noted that the nomination form states that the commercial building facing the Bryn Mawr station and the viaduct structure crossing the street are not contributing. The commercial space was once home to a famous jazz club. <ul style="list-style-type: none"> ○ Ms. Fratinardo clarified that the commercial building (1116 W Bryn Mawr Avenue) is identified as contributing in the form, even though it is not identified as being linked with the station. • Mr. Blommaert noted that the Edgewater Historical Society does not have any objection to the reconstruction but wants to be sure the new station is not a modern intrusion. Of the renderings shown, the brick structure would better fit with the district setting. • Ms. Ruggiero noted that like at the Argyle station, the new Bryn Mawr station should incorporate historic design elements and reinstall original elements as part of the new station. For instance, the alley piers along Bryn Mawr Avenue should be designed to better fit the district's context. Piers shown in the rendering are very blocky. Something more like the curved historic columns in front of the station would fit better, especially if it incorporates a finer scale. <ul style="list-style-type: none"> ○ Ms. Morey asked Ms. Ruggiero whether street facing piers are a larger concern than those along the alley. Ms. Ruggiero noted that yes, they are more visually intrusive. • Mr. Blommaert expressed some concerns about the likelihood that a truck could hit the new piers proposed along the alley. • Mr. Blommaert commented that if CTA is planning to redesign historic features for Argyle station, it should be replicated for Bryn Mawr, Granville, and other stations along the RPM corridor. This would be more like the original design consistency. Mr. Tangora concurred and added that CTA should build a nice station then replicate it down the line. • Mr. Tangora noted that mitigation options 1 & 4 (i.e., designing station to fit context and developing a HPP) are good measures. Options 2 & 3 (i.e., updating NRHP form and developing educational materials) feel like funeral arrangements. <ul style="list-style-type: none"> ○ Mr. Hands thanked Mr. Tangora for the input and noted that this feedback is appreciated. As comments are prepared, consulting parties should be sure to tell CTA which mitigation options they think are most important and note whether there are others that CTA should consider. • Mr. Blommaert noted that the look of the embankment is important. CTA should consider creating

Item No.	Item Description
	<p>an embankment wall and filling it in beneath the aerial structure. Disposing of 100,000 cubic yards of fill material will be a costly endeavor. CTA could construct portions of the wall and move fill temporarily, replacing it afterwards.</p> <ul style="list-style-type: none"> Mr. Mettill explained that potential construction effects could occur due to vibration and station closures. Some construction vibration mitigation options are presented in Appendix B of the report. CTA will continue to work with stakeholders to offset changes in mobility during construction as design details are developed. Mr. Blommaert commented that minimizing vibration is an engineering issue. The community does not want to see buildings damaged, but engineers better know how to address this concern. <ul style="list-style-type: none"> Mr. Hands noted that the Wilson Transfer Station Project example included monitoring and a video survey, which is standard for Chicago projects. CTA wanted to share these examples with consulting parties to consider as mitigation options are further developed. Mr. Mettill emphasized that CTA wants to work with the historic preservation groups and the community at large to be a good neighbor. Mr. Tangora asked about station closures and clarification that CTA normally tries not to close consecutive stations during construction. <ul style="list-style-type: none"> Mr. Hands noted that construction details and station closures will be determined during design. With the drainage issues and aging infrastructure, CTA will need to accelerate construction. The community will not want CTA to close stations but this creates constructability issues that drag out the project construction timeline. The project EA will discuss construction durations in further detail. Mr. Blommaert asked for clarification on how CTA can keep the line open during construction. <ul style="list-style-type: none"> Mr. Hands noted that the line can continue to operate during construction because there are four tracks. This allows CTA to keep two tracks open at a time. Ms. Morey added that CTA believes they can keep the line functional during construction. CTA project engineers will refine details during the preliminary engineering stages. More details will be presented in the EA.
7	<p>Schedule/Next Steps</p> <ul style="list-style-type: none"> Mr. Mettill presented the schedule and next steps. CTA and FTA are currently developing the Lawrence to Bryn Mawr Modernization Project EA, and expect to publish the draft findings in spring/summer 2015. Construction would begin in 2017. As noted in the mailed materials provided to attendees, please send in comments regarding historic impacts and proposed mitigation directly to Steve Hands by September 5, 2014. Mr. Hands explained that there is also a project email address (RPM@transitchicago.com) for anyone to send in comments about the project at any time. The EA will include a formal comment period and public hearing for a broader range of topics. CTA and FTA expressed their gratitude for the time and effort invested in the project to date. Input from consulting parties helps CTA and FTA understand where to focus efforts to find solutions that best address community needs and concerns.

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

Subject: FW: RPM Section 106
Attachments: W. Argyle Street Historic District (Boundary Increase).pdf

From: Tatum, Terry [<mailto:Terry.Tatum@cityofchicago.org>]
Sent: Tuesday, August 19, 2014 5:15 PM
To: Hands, Steve
Cc: Fratinardo, Marlise; Crawford, Matt
Subject: RPM Section 106

Dear Steve,

Thanks for your email. My apologies that no one from our office is available to attend Thursday's meeting. As I mentioned in my voice mail, half the office is out Thursday morning for vacation or doctor's/dentist visits, and the rest have other responsibilities that make them unavailable.

Very few comments. First, the West Argyle Historic District Boundary Increase (listed in 2013) was missed by your consultants. I think it only affects your APE. It is attached.

On page 1-18 and 1-19, I recommend that you mention which of the NRHP-eligible resources are also Chicago Landmarks and Chicago Historic Resources Survey reds and oranges. You have that information later; I think it wise to put it here, and in general to integrate that information throughout your document.

Finally, I didn't see that you explained how the APE was determined. It's good to do that as the APE boundaries zig and zag oddly in places. I'm thinking especially of the general vicinity of Broadway and Berwyn, where the southwest corner of that intersection is left out, but a nearby part of Magnolia (the street west of Broadway) is in. If I missed the explanation, my apologies.

I look forward to getting any follow up materials after Thursday's meeting. Also please send them to Matt Crawford as well; he's cc'd.

Lastly, Marlise probably has told you. My last day with the City is August 31. I don't know who Eleanor will assign to CTA Section 106 duty, but Matt has been involved with other Section 106 consultations, so please send material to him in the interim.

My best to you, and good luck with your projects!

Sincerely,

Terry

Terry Tatum
Coordinating Planner I
Historic Preservation Division
Department of Planning and Development
City Hall, 121 N. LaSalle St., Room 1101
Chicago, IL 60602
312-744-9147 (phone)
312-744-9140 (fax)
Terry.Tatum@cityofchicago.org

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Subject:

FW: RPM Lawrence to Bryn Mawr Section 106 Consultation

From: Martin Tangora [<mailto:tangora@uic.edu>]**Sent:** Tuesday, August 19, 2014 4:36 PM**To:** Hands, Steve**Cc:** Fratinardo, Marlise; 'Alyssa Berman-Cutler'; cindi Anderson**Subject:** Re: RPM Lawrence to Bryn Mawr Section 106 Consultation

Steve,

I had a couple of questions or comments after reading through the report. (Proposed Supplemental Eligibility & Draft Effects)

I am speaking for the Uptown Historical Society but I hope you will allow me to include comments on properties in Edgewater.

The figures in Chapter 2 are numbered wrong, aren't they? On pages 2-12 and 2-13 both figures are labeled Figure 2-1; the second one is referenced in the 3rd-to-last line of text on page 2-12 as Figure 2-2 which must be correct. The same error is propagated to page 2-18 where the figure is labeled Figure 2-2 but reference as Figure 2-3.

The report seems to imply that 1116 Bryn Mawr and 1117-19 Argyle will be demolished (and possibly the Argyle station). It would have been helpful to show views of those buildings. Map Panel 4 is not at all helpful about the Argyle building.

I do not understand some of the inclusions/exclusions of affected properties; see pages 1-18 and 1-19. Why is 5247 Magnolia listed but not 5425 Magnolia? Both properties are on the east side of Magnolia, are orange in the Chicago Survey, and in the Lakewood-Balmoral NR District. Similarly, why is 5718 Broadway listed, but not St Ita's Church at 5500 Broadway? St Ita's is orange in the Survey while 5718 is not listed there.

There is concern about the new configuration of the Lawrence station. It appears that the platform will be moved so that it is entirely north of Lawrence Avenue, is that correct? There is no cross street at the north end of the platform, so apparently there will be only one entrance, on the north side of Lawrence? At the same time, the CTA plans to close the historic Broadway entrance to the Wilson station. This means that rapid transit customers coming from the Riviera, for example, or the club in the 4707 Broadway building, will be much further from a station entrance than they are now. On fine summer days, no big deal, but I am sure that everyone at the CTA knows that the key to ridership is to make public transit convenient even in the worst weather. So do I understand that the only entrance at Lawrence will be on the north side of the street (next to the Aragon), and that access will be to or from the extreme southern end of the trains?

Finally, is it correct that parking spaces will be permanently lost along the west side of the right of way north and south of Lawrence?

At this late date I cannot ask you to respond before Thursday's meeting, but you can expect these questions to be raised then, and I hope you and your colleagues will help us with these issues.

Thanks & see you Thursday.



FAX (217) 524-7525

Cook County
Chicago

Modernization of Red Line Stations from Lawrence to Bryn Mawr
Lawrence Station - 1117 W. Lawrence Ave., Argyle Station - 1118 W. Argyle Ave., Berwyn Station - 1121 W. Berwyn Ave., Bryn Mawr Station - 1119 W. Bryn Mawr Ave.
IHPA Log #002052814

September 5, 2014

Marisol R. Simon
U.S. Department of Transportation, Federal Transit Administration
200 W. Adams St., Suite 320
Chicago, IL 60606-5253

Dear Ms. Simon:

Thank you for requesting comments from our office concerning the possible effects of the project referenced above on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

We concur with the findings presented in the July 30, 2014 *Proposed Supplemental Eligibility & Draft Effects Report: Lawrence to Bryn Mawr Modernization Project* with one exception. Section 4.2 indicates that an updated National Register form for the Uptown Square Historic District will remove the elevated track structure as a contributing element to the district. It is our opinion that the elevated track structure still contributes to the district under Criterion A because of its long association with the history and development of Chicago as a whole and with the neighborhoods through which it passes.

We look forward to working with the FTA and CTA as this important project proceeds. If you have questions please contact David J. Halpin, Cultural Resources Manager, at 217-785-4998.

Sincerely,

Anne E. Haaker
Deputy State Historic Preservation Officer

AEH:djh

c: Steve Hands, Chicago Transit Authority
Mark Assam, U.S. Department of Transportation
Marlise Fratinardo, Chicago Transit Authority



Edgewater Historical Society & Museum

5358 N. Ashland Ave. • Chicago, IL 60640
773-506-4849 • www.EdgewaterHistory.org

September 5, 2014

Dear Mr. Hand:

The following are our comments in relation to Section 106:

Bryn Mawr National Register District

We understand that the 1-story CTA commercial space on the south side of Bryn Mawr would be demolished to be a storage area for materials used in the construction. We have no objection to the demolition; however, we want assurance that the RFP for replacement construction specify that the facade and any feature that could be seen from the public way appear as though the building had been built in the National Register District period of significance, namely 1897 to 1935.

We understand that the station will be relocated from the south side to the north side of Bryn Mawr Ave and that the CTA commercial structure that currently exists will be demolished for the construction of the station house. We object neither to the relocation nor to the demolition. However, we want the facade of the new station house to be as close in appearance as the original. Doing so should not be difficult. There is only one piece that would need to be fabricated, and that is the unique pilaster as seen on the Berwyn station. Once fabricated it can be used on all the stations north of Wilson where the original facade has been altered, such as Granville. The sketch shown is too modern in appearance to be compatible with the contributing structures of the district.

We do not object to the replacement of the viaduct with a single span. However, we believe that the station platform and the canopy should extend over Bryn Mawr, even if it extends further north of the Bryn Mawr to Hollywood. Besides the historical considerations, there are crime deterrent reasons as well: eyes on the street from the platform and eyes on the platform from the street. The reconfiguration done at Granville we believe was a mistake and in a later phrase should be corrected. We believe the platform above the street is an essential feature in the district.

Lakewood Balmoral Historic District

We see no negative impacts of the project on the Lakewood Balmoral Historic District.

Other considerations

Other than the founding by J. L. Cochran, the coming of the "L" through Edgewater was the most important event in Edgewater's history. It transformed what had been a suburban community into what it is today: an integral part of the City. We believe that the current

appearance of the L is an important historical element as well—namely the embankment. If the structure is replaced with one supported by concrete pillars, we believe that concrete walls should be constructed at the east and west sides to disguise these pillars.

We determined that as a historical society it is not within the purview of our mission to comment on the project as a whole or aspects of it that do not have an historical impact. Hence, we neither support nor oppose the project.

Sincerely,

LeRoy Blommaert
Co-Chair Historic Sites
Committee

Subject:

FW: Lawrence to Bryn Mawr modernization

From: Lisa DiChiera [<mailto:DiChieraL@lpci.org>]**Sent:** Friday, September 05, 2014 12:17 PM**To:** Hands, Steve**Cc:** Fratinardo, Marlise; Haaker, Anne; Halpin, David**Subject:** Lawrence to Bryn Mawr modernization

Steve,

I do not have a formal letter with comments to submit, but the general feedback I have gotten from our volunteer member who attended the meeting on our behalf as well as other attendees includes:

To explore retention of the embankment that was identified as an NR-eligible feature as it is connected to the historic rail track.

To design new stations in the historic districts in respect to surrounding architecture in scale and materials, but not to appear as "faux historicism." If historic features of the existing stations can be incorporated or used as templates or prototypes for design of the new stations, this would be interesting to explore as well.

Sorry for this brief email, but I believe these are the two main points of issue. Just FYI, in the future, it would be helpful to have minutes provided from the meetings prior to deadlines to submit comments.

Thank you for including us.

Lisa DiChiera

Director of Advocacy

Landmarks Illinois

NOTE OUR NEW ADDRESS AS OF 4.28.14:

30 N. Michigan Avenue, Suite 2020, Chicago, IL 60602

O: 312-922-1742 www.landmarks.org

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Preservation Chicago

Citizens advocating for the preservation of Chicago's historic architecture

Ward Miller

September 5, 2014

President

Steve Hands
Chicago Transit Authority
567 West Lake Street
Chicago, Illinois 60661

Adam Natenshon

Vice President*

Re: Lawrence to Bryn Mawr Modernization Section 106 Comments

Lisa Napoles

Secretary

Dear Mr. Hands,

Charlie Keel

Treasurer

Preservation Chicago would like to thank you for your time and consideration during the entire Lawrence to Bryn Mawr Modernization project. We support CTA's continuing efforts and commend the reinvestment in the historic elevated structure and stationhouses through sensitive restoration and rehabilitation plans.

Board of Directors

Gladys Alcazar-Anselmo

Stuart Berman

Nicholas Bianchi

Joyce Jackson

Jacob Kaplan

Charles Leeks

Jack Spicer

Brad Suster

Susannah Ribstein

Charles Vinz

We would like to submit our concerns and ideas in writing following the public meeting held August 22, 2014. Our main concerns are the stationhouses located at Argyle, Berywn, and Bryn Mawr. We would like to see as much historic fabric retained as possible and reinstalled into the new stationhouses. This can include, but is not limited to light fixtures, original fenestration configurations, and materials. These new stationhouses should also match the character and should not deter from the integrity of their neighborhoods and historic districts.

It was suggested in the public meeting that historic stationhouses should be reconstructed, but understanding that the Secretary of the Interior Standards does not allow for reconstruction, we support a design "in the spirit of" the historic stationhouses which will seamlessly integrate into the existing built environment.

Our second concern is the retention of the embankment, an integral part of Uptown and Edgewater history. We understand that retaining the historic embankment may not be feasible, but it was discussed possibly having parts of the new structure open and possibly enclosing other areas, this would allow for usable, viable space while also retaining the historic embankment design.

Lastly, we feel that the educational possibilities and opportunities discussed during the public meeting should go forward. We fully support the ideas presented and also suggest that the entire structure and stationhouses should be documented in the Historic American Buildings Survey before construction begins.

Preservation Chicago is honored to be a part these on-going efforts to preserve and reinvest in our city's unique and significant transportation history and will continue to support this project in any way we can.

Sincerely,

erica ruggiero

Erica Ruggiero, Director of Advocacy
Preservation Chicago
4410 N. Ravenswood Avenue
Chicago, IL 60640
Office: 773.334.8800
eruggiero@preservationchicago.org

Subject:
Attachments:

FW: Reminder: Lawrence to Bryn Mawr Section 106 Comments Due Friday, 9/5
lawrence03.jpg

-----Original Message-----

From: Martin C. Tangora [<mailto:tangora@uic.edu>]

Sent: Friday, September 05, 2014 5:16 PM

To: Hands, Steve

Cc: Halpin, David (David.Halpin@Illinois.gov); jilcochran1886@yahoo.com; ERuggiero@preservationchicago.org; StoneM@fotp.org; justincarlosmiller@gmail.com; Mark.Assam@dot.gov; Terence Plaskon (Terence.Plaskon@dot.gov); anthony.greep@dot.gov; reginald.arkell@dot.gov; Sheila.Clements@dot.gov; Haaker, Anne (Anne.Haaker@Illinois.gov); 'wmiller@preservationchicago.org' (wmiller@preservationchicago.org); Lisa DiChiera (DiChieraL@lpci.org); cindi_anderson@sbcglobal.net; George Strack (gstrack@miamination.com); Cassandra J. Francis (francisc@FOTP.ORG); Crawford, Matt (Matt.Crawford@cityofchicago.org); McLaughlin, Michael; Morey, Carole; Fratinardo, Marlise; Mooney, Leah Dawson; Manlapaz, April (CTP); Simpson, Dean (CTP); Booth, Michael (JCBS); Palmer, Jenifer (CWC); Lea, Claudia; sbojan@wightco.com; Thompson, Rebecca D.; Ball, Robert W; Mettille, John L.; Williams, Thomas (WA); Gismondi, Donald

Subject: Re: Reminder: Lawrence to Bryn Mawr Section 106 Comments Due Friday, 9/5

Dear Steve Hands and other correspondents --

On behalf of the Uptown Historical Society, a consulting party, I would like to make a few comments on the Lawrence to Bryn Mawr modernization proposal, as presented August 21.

1. There is one area where we hope that our comments will be especially useful and welcome. This is in regard to the design of the new station buildings under the tracks in this entire section. Three of the stations (Lawrence, Argyle, Bryn Mawr) are in National Register districts.

An example of a design that would be unacceptable may be found on Figure 1-4, page 1-10 of the July 30 report. This figure has two views at Bryn Mawr: existing, and conceptual. The "artist's conceptual rendering" is a severe intrusion on the historic district, using only modern materials, and poorly scaled.

Compare the left illustration on page 2-13 of the same report. (Labeled incorrectly as Figure 2-1; it should be Figure 2-2.) This shows an elegantly stylized corner column at Argyle, with an Arts & Crafts flavor obtained by tapering the columns inward at the top and applying a 3-dimensional ornament with a distinctly Prairie School style. Similar columns were in place at Bryn Mawr. We would like to see these columns rebuilt at Argyle and Bryn Mawr, and perhaps at other stations in the sector.

Another option would be the neoclassical style that is shown in the attached photo of a previous state of the Lawrence station. Reference is made to the column on the right of the photo, with a classical swag feature at the top. This is very reminiscent of the Wilson Station, designed by the same architect, Arthur Gerber.

We would urge the CTA to use one or both of these historically correct designs at every station in the section, certainly in the historic districts but preferably at every station. If there is a third historically correct design, we would welcome its use as well. There is no need to use the same design at every station. But it goes without saying that in the historic districts the historic column designs should be (re-)used.

2. We agree with the Edgewater Historical Society that the retaining wall is a significant historic feature of the area and should not be removed simply because it is no longer expected to serve its historic function. For us in Uptown, it is especially important to plan for the future of the retaining wall on the west side of the tracks south of Lawrence. Because of demolition over the years, this wall is now a very prominent visual feature of the streetscape.

It would be irresponsible to remove it without anticipating what a change would result in that streetscape which is at the very heart of the Uptown Square
(Lawrence-Broadway) National Register District.

3. We question whether it is appropriate to remove the entrance on the south side of Lawrence, and have the entire train stop to the north of the street crossing. This coincides with the proposed removal of the Broadway entrance to the Wilson Station, and does not seem to represent good planning for the retail, commercial, and entertainment businesses in the area north and south of Leland Avenue.

Thank you for your consideration of our comments.

Very truly yours,

Uptown Historical Society
by Martin C. Tangora

RPM: Lawrence to Bryn Mawr Modernization Project

Summary of Written Comments Received from Section 106 Consulting Parties

Comments about the Track Structure

Generally, with regard to the track structure itself, consulting parties expressed concern about the loss of the embankment.

1. CTA needs to clearly justify why the earthen embankment cannot continue to exist.
[Edgewater Historical Society]

The need to remove the existing embankment is built on three primary factors: its age/condition, the original design limitations, and the wider footprint associated with the proposed improvements. Further clarification on each of these factors is provided below.

- The earthen embankment is approximately 90 years old and significantly past its intended lifespan. The condition of the concrete walls is rapidly deteriorating. Existing drainage issues accelerate its deterioration. This deterioration is exacerbated because the embankment pre-dates the invention of air-entrainment in concrete, a process that helps concrete better survive the freeze-thaw cycles common in Chicago. Because of its condition, the existing embankment needs to be substantially rehabilitated or completely replaced to bring the system into a state of good repair.
- Modernization of the Red and Purple lines is anticipated to raise the elevation of the track structure about 3 to 5 feet compared to the existing configuration. This increase in height is required to raise the vertical clearance at cross streets to meet current state design standards for bridges. The current walls are not designed to accommodate the additional weight this increase in profile would introduce. Specifically, three to five feet of concrete and earth fill would add weight; the increase in bearing pressures on the existing footings cannot accommodate additional weight without settlement impacts to adjacent buildings.
- The current earthen embankment is approximately 60 feet wide. To accommodate elevators and wider platforms, the proposed right-of-way needs to be expanded by 12 to 16 feet. The right-of-way expansion extends past the actual station platforms due to the need for curves that can accommodate trains traveling at the anticipated speed through the corridor. The end result would be a right-of-way expansion over a majority of the Lawrence to Bryn Mawr Modernization Project corridor. To continue to utilize the embankment and expand the right-of-way, all buildings within 12 to 16 feet west of the current alignment would need to be demolished. The embankment cannot be expanded into the alley, as is proposed for the Build Alternative, as it would require removal of all rear access to buildings to the east.

2. The current appearance of the “L” is an important historical element—namely the embankment. CTA should explore the retention of the embankment as part of the NRHP-eligible track structure. If the structure is replaced with an open aerial structure, concrete walls should be constructed at the east and west sides to disguise these pillars. The retaining wall is a significant historic feature of the area and should not be removed simply because it is no longer expected to serve its historic function. The wall is especially important on the west side of the tracks south of Lawrence. [Edgewater Historical Society & Museum, Landmarks Illinois, Preservation Chicago, Uptown Historical Society]

CTA will examine the feasibility and cost implications of at least two design options:

- Preserving portions of the embankment that can remain in place without compromising the Build Alternative
- Constructing visual barriers along the new aerial track structure to recreate a similar feel to the historic structure

CTA will provide a summary of the findings of this analysis to IHPA and other consulting parties prior to construction. Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015.

3. We concur with the proposed eligibility and effect findings with one exception: the track structure will continue to contribute to the district under Criterion A because of its long association with the history and development of Chicago as a whole and with the neighborhood through which it passes. [IHPA]

Concurrence will be noted in the NEPA document. The language in the Memorandum of Agreement (MOA) will reflect that the track structure would remain a contributing element within the Uptown Square Historic District under Criterion A after modernization.

Comments about Stations

Generally, consulting parties indicated that the new station designs should fit with the historic character of their surroundings.

4. The rendering on page 1-10 of the report is unacceptable as it represents a severe intrusion on the historic district, using only modern materials and poorly scaled. Design of new stations should respect the surrounding architecture in scale and materials but not appear as “faux historicism.” Designs should be “in the spirit of” the historic station houses to seamlessly integrate with the existing built environment. [Landmarks Illinois, Preservation Chicago, Uptown Historical Society]

CTA will examine the feasibility and cost implications of incorporating context-sensitive features into station designs. CTA will offer preliminary station design schematics to IHPA and other consulting parties for review and comment prior to construction. Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015.

5. Historic fabric/features of the existing stations should be incorporated into the new station designs. This may include light fixtures, fenestration configurations, and materials.
[Landmarks Illinois, Preservation Chicago]

CTA will examine the feasibility and cost implications of preserving existing materials and reincorporating these features into station designs. CTA will offer preliminary station design schematics to IHPA and other consulting parties for review and comment prior to construction. Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015.

6. The RFP for replacement construction of the commercial space opposite the Bryn Mawr station should specify that the facade and any feature that could be seen from the public way appear as though the building had been built in the National Register District period of significance, namely 1897 to 1935. There is only one piece that would need to be fabricated: the unique pilaster as seen on the Berwyn station. [Edgewater Historical Society & Museum]

CTA will examine the feasibility and cost implications of incorporating context-sensitive features into the Bryn Mawr station design. CTA will offer preliminary station design schematics to IHPA for review and comment prior to construction. Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015.

7. Historic design elements should be replicated for multiple stations in the area, for example reusing the Prairie-style or Neoclassical columns on station facade. [Edgewater Historical Society & Museum, Landmarks Illinois, Uptown Historical Society]

CTA will incorporate context-sensitive features (such as Prairie or Neoclassical style features) into station designs for stations that fall within historic districts along the RPM corridor. CTA will offer preliminary station design schematics to IHPA and other consulting parties for review and comment prior to construction. Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015.

8. The Bryn Mawr station platform and the canopy should extend over the street, even if it extends further north to Hollywood Avenue. The reconfiguration done at Granville station we believe was a mistake and in a later phase should be corrected. We believe the platform above the street is an essential feature in the district. [Edgewater Historical Society & Museum]

Based on preliminary design concepts, the Bryn Mawr station platform would extend over the street. Although the designs for the canopy itself have not yet been developed, it is feasible that the canopy would also extend over Bryn Mawr Avenue as well.

9. We question whether it is appropriate to remove the entrance on the south side of Lawrence station and have the entire train stop to the north of the street crossing. This coincides with the proposed removal of the Broadway entrance to the Wilson station and does not seem to represent good planning for the retail, commercial, and entertainment businesses in the area north and south of Leland Avenue. [Uptown Historical Society]

Preliminary design concepts show the station entrance north of Lawrence station due to the proximity of Wilson station. In addition, to avoid a direct impact to the NRHP-listed Uptown Broadway Building (4703-4715 N. Broadway), the curves to accommodate a wider platform cannot begin until north of this historic resource. The track alignment required to avoid the Uptown Broadway Building, based on preliminary concepts, would place the boarding area for the station entirely north of Lawrence Avenue.

CTA, however, will examine the feasibility of extending the platform or a walkway south to provide stairs to both sides of the street to preserve access to existing businesses. The design and cost implications of this configuration will be examined during future design phases of the project.

10. Will parking spaces along the west side of the right-of-way north and south of Lawrence station be lost? [Uptown Historical Society]

Yes, there would be a temporary impact to parking during construction. In order to accommodate construction staging and minimize street closures, a portion of the adjacent surface parking lots would be used during construction. While the majority of the project assumes alley spanning to the east in order to provide enhanced ADA-accessible stations, alley spanning at Lawrence station will occur on the west side to avoid impacts to the Aragon Ballroom. After construction, the two adjacent parking lots on Lawrence Avenue would be restored as public parking areas; air rights would be obtained over the parking lot due to the widened track.

11. For mitigation, educational opportunities discussed during the meeting should advance. The entire track structure and station houses should be documented for the Historic American Buildings Survey (HABS) prior to construction. [Preservation Chicago]

Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with IHPA and other consulting parties in early 2015. At this time, CTA tentatively plans to prepare educational materials for the track structure in coordination with a similar commitment in the Wilson Transfer Station Project MOA to cover the entire North Red Line.

CTA tentatively plans to prepare HABS documentation for the three contributing resources adversely affected in historic districts (the Argyle station house and CTA retail spaces adjacent to the station at both Argyle Street and Bryn Mawr Avenue) and Historic American Engineering Record (HAER) documentation is planned for the track structure.

Based on consulting party feedback, CTA does not currently recommend development of educational materials, such as a brochure or display, as a mitigation option for each of the three adversely affected districts. Based upon consulting parties' feedback, CTA recommends a Historic Preservation Plan (HPP), which would provide more value to local stakeholders than a brochure or display. The HPP would evaluate site-specific conditions within the districts and outline action items each district could take in order to enhance its character and preserve its historic significance. A comprehensive HPP would appeal to a wider audience, provide similar information as the educational materials described above, and address a wider range of topics that may inform future development in these areas.

Additional Analysis Updates to IHPA and Consulting Parties

CTA conducted an updated noise and vibration analysis in summer 2014 to supplement the corridor-level preliminary analysis summarized in the *Proposed Supplemental Eligibility and Draft Effects Report*. The analysis included an examination of existing noise and vibration levels and application of computer modeling technology to project future levels. The updated analysis is consistent with the preliminary findings summarized in the *Proposed Supplemental Eligibility and Draft Effects Report*. CTA and FTA will present the full analysis in the Environmental Assessment (EA) which is expected to be published in spring 2015.

Other comments related to corrections and clarifications within the *Proposed Supplemental Eligibility and Draft Effects Report* that was sent to consulting parties on August 4, 2014:

12. The boundary of the West Argyle Street Historic District was increased in 2013. [Chicago Historic Preservation Division]

The increased boundary does not result in any additional impacts to contributing resources. Project mapping within the report will be updated to reflect the revised boundary.

13. Chapter 1 of the Effects Report should reference which NRHP-eligible resources are also coded CHRS Red or Orange. [Chicago Historic Preservation Division]

Information on resources coded CHRS Red or Orange is presented in Chapter 3. Because the procedural requirements are different for National Register resources and CHRS Red or Orange properties, these were intentionally separated.

14. Please explain how the Area of Potential Effect (APE) was determined. [Chicago Historic Preservation Division]

The APE development was presented at the project kickoff meeting (September 2012) and the RPM eligibility meeting (November 2012). A brief synopsis is presented on page 1-4 of the report. The APE limits generally include at least one parcel on either side of the existing track structure, plus additional buffer areas where open space exists or potential demolitions would have occurred under one or more of the EIS-level alternatives. Because more alternatives were considered under the EIS process than will be evaluated in the EA, the APE is conservatively large for the Build Alternative; IHPA has concurred with the current APE limits.

15. The figure numbering in Chapter 2 of the report is wrong. [Uptown Historical Society]

We apologize for the inconvenience. The views of Argyle station on page 2-13 should be labeled as Figure 2-2 and the views of 1116 W. Bryn Mawr Avenue on page 2-18 should be labeled as Figure 2-3.

16. It would be helpful to have views of the buildings proposed for demolition: 1116 W. Bryn Mawr Avenue and 1117-1119 W. Argyle Street in the report. [Uptown Historical Society]

The numbered figures in Chapter 2 (pages 2-12, 2-13, and 2-18) show photos of the contributing resources that would need to be demolished as part of the Build Alternative. Due to the location of the buildings under the track structure and the proximity of the viaduct supports, it is difficult to capture a better view of the existing structures. Additional visualizations of the building would not change the adverse effect finding as the existing structure would have to be demolished to accommodate the proposed station improvements.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

December 9, 2014

RECEIVED

DEC 12 2014

IHPA REVIEW

H/A _____
AC _____
AR _____
File _____

PRESERVATION SERVICES

Anne E. Haaker,
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701

RE: CTA North Red and Purple Modernization, Lawrence to Bryn Mawr Project,
IHPA Log 002052814: FTA Section 106 Eligibility and Effects Determination

Dear Ms. Haaker:

On April 10, 2014, the Federal Transit Administration (FTA) submitted a Section 106 re-initiation letter to the Illinois Historic Preservation Agency (IHPA) for the Chicago Transit Authority (CTA) Red and Purple Modernization (RPM) Project, located in Cook County, Illinois. The correspondence provided a summary of RPM Project consultation process activities conducted up until that time pursuant to Section 106 of the National Historic Preservation Act (NHPA) and the implementing regulations at 36 C.F.R. § 800. Additionally, FTA advised that a new phased and tailored approach was in development for implementing the RPM corridor vision. Consequently, the Section 106 re-initiation was specifically for two undertakings within Phase One of the RPM Project: the Lawrence to Bryn Mawr Modernization (LBMM) Project; and the Red-Purple Bypass Project.

The IHPA provided correspondence to FTA, dated May 28, 2014, concurring with FTA's proposed Area of Potential Effect (APE) for the LBMM Project. On July 9, 2014, the IHPA concurred with FTA's proposed expansion of the APE in response to correspondence dated June 28, 2014. The CTA subsequently completed field surveys for all properties within the APE for the LBMM Project. A *Proposed Supplemental Eligibility and Draft Effects Report* (PSEDER), including APE maps, individual property survey forms, and a summary table was provided to IHPA and consulting parties. Subsequently, on August 21, 2014, a Section 106 consulting party meeting was held for the LBMM Project to present findings from these surveys and to receive comments.

In correspondence dated September 4, 2014, IHPA provided concurrence with the PSEDER findings with one exception. IHPA noted that Section 4.2 of this report states that an updated National Register form for the Uptown Square Historic District will remove the elevated track structure as a contributing element.

IHPA's position is that this track structure still contributes to the District under Criterion A due to the historic association with development of Chicago and its neighborhoods. Enclosed is a summary of the Section 106 comments received regarding the LBMM Project.

Based on research conducted by CTA documented in the PSEDER and the consulting party comments, FTA has determined the following for the LBMM Project:

207 resources over 50 years of age are located within the APE. Of these, 13 are either listed on or eligible for the National Register of Historic Places (NRHP). There are also 4 NRHP-listed historic districts within the APE: Uptown Square, West Argyle Street, Lakewood Balmoral, and Bryn Mawr Avenue. Therefore, there are a total of 17 resources that meet eligibility criteria for inclusion on the NRHP as listed below.

- The Elevated Track Structure within the entire length of the LBMM APE including the tracks, earthen embankment, concrete retaining walls, and bridge structures. The entire resource is eligible under Criterion A for its contribution to the development of the near north side of Chicago.
- Classical Revival commercial building, 4728-4744 North Broadway: NRHP eligible under Criterion C and a contributing element within the Uptown Square Historic District.
- Uptown Square Historic District: Listed on the NRHP under Criteria A and C.
- Uptown Broadway Building, 4703-4715 North Broadway: Listed on the NRHP under Criterion C and a contributing element within the Uptown Square Historic District.
- Sheridan Trust & Savings Bank, 4753 North Broadway: NRHP eligible under Criterion C and a contributing element within the Uptown Square Historic District.
- Wilton Apartment Hotel, 1039-1053 West Lawrence Avenue: NRHP eligible under Criterion C and a contributing element within the Uptown Square Historic District.
- Aragon Ballroom, 1101-1108 West Lawrence Avenue: NRHP eligible under Criterion C and a contributing element within the Uptown Square Historic District.
- U.S. Post Office (Uptown Branch), 4850 North Broadway: NRHP eligible under Criterion C and a contributing element within the Uptown Square Historic District.
- Gothic Revival style apartment building, 4875 North Magnolia Avenue: NRHP eligible under Criterion C.
- West Argyle Street Historic District: Listed on the NRHP under Criteria A and C.
- Schlitz Brewery-Tied House, 5120 North Broadway: NRHP eligible under Criterion C.
- Lakewood Balmoral Historic District: NRHP eligible under Criterion A.

RE: CTA North Red and Purple Modernization, Lawrence to Bryn Mawr Project,
IHPA Log 002052814: FTA Section 106 Eligibility and Effects Determination

- Classical Revival style residence, 5247 North Magnolia Avenue: NRHP eligible under Criterion C and a contributing element within the Lakewood Balmoral Historic District.
- The Rose apartment building, 5400-5402 North Winthrop Avenue: NRHP eligible under Criterion C.
- Bryn Mawr Avenue Historic District: Listed on the NRHP under Criterion C.
- Venetian Gothic style mixed-use building, 1101-1107 West Bryn Mawr Avenue: NRHP eligible under Criteria A and C and a contributing element within the Bryn Mawr Avenue Historic District.
- Art Moderne style commercial building, 5718 North Broadway: NRHP eligible under Criterion C.

Most of the NRHP-eligible resources within the LBMM Project APE will experience **No Adverse Effect** as a result of the Project. However, the four resources below will experience an **Adverse Effect** as a result of the Project.

- The Elevated Track Structure: Under the Build Alternative, much of this resource will be adversely affected as it would be replaced predominantly by a modern concrete-pillared aerial structure, compromising its historic integrity. The adverse effect is primarily removal of the earthen embankment in addition to demolition of the original retaining walls and viaducts.
- The Uptown Square Historic District will experience an adverse effect due to reconstruction of the Elevated Track Structure, which is a contributing element to this resource. The adjacent Wilson Transfer Station Project, which is just south of the LBMM Project area, would reconstruct the majority of the historic track structure within the District.
- The West Argyle Street Historic District will experience an adverse effect due to the loss of a contributing structure at 1117-1119 W. Argyle Street, located beneath the existing track. The station house itself would not experience an adverse effect if the final design is consistent with the Secretary of the Interior's *Guidelines for Rehabilitation*.
- The Bryn Mawr Avenue Historic District, will experience an adverse effect due to the loss of a contributing structure at 1116 West Bryn Mawr Avenue, which is located beneath the existing track.

All of the aforementioned findings will be the subject of a Memorandum of Agreement (MOA) between FTA, CTA, and IHPA to mitigate the adverse effects on these historic properties, and also to ensure that any conditions related to No Adverse Effect determinations are specified.

RE: CTA North Red and Purple Modernization, Lawrence to Bryn Mawr Project,
IHPA Log 002052814: FTA Section 106 Eligibility and Effects Determination

Pursuant to the Section 106 implementing regulations at 36 C.F.R. § 800, FTA is seeking SHPO concurrence with the above eligibility and effects determinations within 30 days of receipt of this letter.

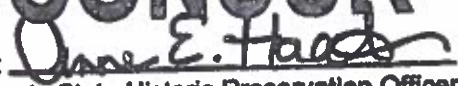
If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, Environmental Protection Specialist at 312-353-4070. Thank you for your assistance.

Sincerely,



Marisol R. Simón
Regional Administrator

Cc: Mark Assam, FTA
Reginald Arkell, FTA
Tony Greep, FTA
Michael McLaughlin, CTA

CONCUR
By: 
Deputy State Historic Preservation Officer
Date: SSA 12/22/14

Enclosure



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

January 20, 2015

Mr. John Fowler
Advisory Council on Historic Preservation
1100 Pennsylvania Ave NW, Suite 803
Washington, DC 20004

RE: Notice of Adverse Effect for the Red and Purple Line Modernization Program, Phase One in Chicago, Illinois, and Invitation to Participate in the Consultation

Dear Mr. Fowler:

This letter serves to notify the Advisory Council on Historic Preservation (ACHP) that the Federal Transit Administration (FTA), as lead Federal agency, has found that the Red and Purple Line Modernization Program, Phase One (RPM Program) in Chicago, Illinois will have an adverse effect on historic properties pursuant to 36 C.F.R. § 800.6. FTA and the Illinois Historic Preservation Agency (IHPA) will prepare a Memorandum of Agreement (MOA) for each of the two initial projects of the RPM Program, as described below.

Project Description

FTA and the Chicago Transit Authority (CTA), as grantee to FTA, have been working toward completing the environmental review process under the National Environmental Policy Act (NEPA) for the RPM Program, an effort to modernize and bring into a state of good repair the existing rail transit stations, track systems, and structures along 9.6 miles of the north Red and Purple lines in Chicago, Illinois. We invited you to participate in the consultation process for the RPM Program in July 2012. On August 29, 2012, you responded that insufficient information was available to determine whether the ACHP should participate, per Appendix A of the regulations.

Since that time, FTA and CTA have decided to pursue a phased approach for implementing the RPM Program. We decided that tailoring our environmental analysis to each project of independent utility, versus a program-wide approach, would better reflect the work to be conducted in the timeline expected by the public. Phase One of the RPM Program includes two NEPA Environmental Assessments (EAs) for the following projects:

- **Red-Purple Bypass Project:** Construction of a bypass for the Brown Line at Clark Junction, just north of Belmont Station (Lakeview Neighborhood) and replacement of

RE: Notice of Adverse Effect for the Red and Purple Line Modernization Program, Phase One in Chicago, Illinois, and Invitation to Participate in the Consultation

approximately 0.3 miles of associated mainline (Red and Purple line) tracks from just north of Belmont station to approximately Cornelia Avenue.

- **Lawrence to Bryn Mawr Modernization Project:** Modernization of four Red line stations (Lawrence, Argyle, Berwyn and Bryn Mawr) and aging track structures from Leland Avenue in the south to approximately Ardmore Avenue in the north (Uptown and Edgewater Neighborhoods).

The RPM Program, Phase One, also includes NEPA Categorical Exclusions (CEs) for two additional projects which will be conducted within CTA's rail right-of-way. These two projects include corridor signal improvements along approximately 3.5 miles from Belmont station on the south to approximately Loyola station on the north, as well as continued interim capital maintenance work on the existing track and structures necessary to keep the track in operable condition from Belmont Station to Linden Station. Attachment A shows a general overview of the location for the four Phase One projects. Improvements in the remaining areas within the original 9.6-mile RPM Program corridor will be determined at a future point in time.

Section 106 Consultation Process

As part of the required consultation process under Section 106 of the National Historic Preservation Act and implementing regulations (36 C.F.R. § 800), FTA and CTA have coordinated with the Illinois Historic Preservation Agency (IHPA) and other consulting parties over the past three years regarding historic resources in the vicinity that could be affected by the proposed project.

During fall 2014, FTA and CTA met with IHPA and other consulting parties to evaluate the eligibility of resources within the Areas of Potential Effects for the two larger Phase One projects (i.e., Red-Purple Bypass and Lawrence to Bryn Mawr Modernization) per National Register of Historic Places (NRHP) criteria. These meetings also focused on an assessment of project effects on eligible resources, and on the identification of preliminary mitigation measures for adversely affected resources. For your reference, we have attached five items to document these efforts:

- *Proposed Supplemental Eligibility and Draft Effects Report* (Lawrence to Bryn Mawr Modernization Project)
- Meeting summary for the August 21, 2014 Section 106 supplemental eligibility and effects meeting for the Lawrence to Bryn Mawr Modernization Project
- *Proposed Supplemental Eligibility and Draft Effects Report* (Red-Purple Bypass Project)
- Meeting summary for the September 25, 2014 Section 106 supplemental eligibility and effects meeting for the Red-Purple Bypass Project
- Additional written correspondence pertinent to the consultation process

As discussed in the attached materials, we find that both EA-level projects will result in adverse effects on NRHP-listed and/or eligible resources:

- The Lawrence to Bryn Mawr Modernization Project will result in an adverse effect on the NRHP-eligible elevated track structure, the NRHP-listed Uptown Square Historic District,

RE: Notice of Adverse Effect for the Red and Purple Line Modernization Program, Phase One in Chicago, Illinois, and Invitation to Participate in the Consultation

the NRHP-listed West Argyle Street Historic District, and the NRHP-listed Bryn Mawr Historic District.

- The Red-Purple Bypass Project will result in an adverse effect on the NRHP-eligible elevated track structure, the NRHP-eligible Vautravers Apartment Building (947-949 West Newport Avenue), and the NRHP-eligible Newport Avenue Historic District.

IHPA concurred with these findings in two separate letters both dated December 22, 2014 (enclosed in Attachment F). As each EA-level project results in an adverse effect on NRHP-listed or eligible resources, we are providing notice to your agency pursuant to 36 C.F.R. § 800.6(a).

FTA and CTA will continue to coordinate with IHPA and other consulting parties to resolve these adverse effects. We anticipate holding a third round of consultation meetings in spring 2015 to present two draft Memoranda of Agreement (MOA), one for each EA-level project. The EAs for each project are anticipated to be published in spring 2015.

With this letter, we would like to extend the ACHP an opportunity to participate in the development of the MOA pursuant to 36 C.F.R. § 800.6(a)(1) for one or both of the EA projects. Your input will help us ensure project effects on historic resources are given due consideration as the projects develop. If the ACHP is interested in participating in the consultation process, or if you have any questions or concerns prior to the consultation meetings planned for spring 2015, please contact Mark Assam, Environmental Protection Specialist at FTA, either by phone at (312) 353-4070, or via email at mark.assam@dot.gov within 30 days of receipt of this letter.

Thank you for your assistance.

Sincerely,



Marisol R. Simón
Regional Administrator

Cc: Christopher Wilson, ACHP
Mark Assam, FTA
Reggie Arkell, FTA
Liz Patel, FTA
Steve Hands, CTA

Enclosures (Hardcopy-Mr. Fowler):

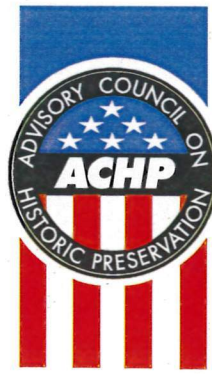
- **Attachment A** - RPM Corridor and Phase One Improvement Map
- **Attachment B** - *Proposed Supplemental Eligibility and Draft Effects Report* (Lawrence to Bryn Mawr Modernization Project)

RE: Notice of Adverse Effect for the Red and Purple Line Modernization Program, Phase One in Chicago, Illinois, and Invitation to Participate in the Consultation

- **Attachment C** - Meeting summary for the August 21, 2014 Section 106 supplemental eligibility and effects meeting for the Lawrence to Bryn Mawr Modernization Project
- **Attachment D** - *Proposed Supplemental Eligibility and Draft Effects Report* (Red-Purple Bypass Project)
- **Attachment E** - Meeting summary for the September 25, 2014 Section 106 supplemental eligibility and effects meeting for the Red-Purple Bypass Project
- **Attachment F** - Additional written correspondence pertinent to the consultation process

Milford Wayne Donaldson, FAIA
Chairman

John M. Fowler
Executive Director



Preserving America's Heritage

March 25, 2015

Ms. Therese W. McMillan
Acting Administrator
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. McMillan:

In response to a notification by the U.S. Department of Transportation, Federal Transit Administration, the Advisory Council on Historic Preservation (ACHP) will participate in the consultation for the proposed Red and Purple Line Modernization Program, Phase One in Chicago, Illinois. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met for this proposed undertaking because the project may include adverse effects to large numbers of historic properties, such as impacts to multiple properties within a historic district.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying Mark A. Assam, Federal Transit Administration, Region V of this decision.

Our participation in this consultation will be handled by Christopher Wilson who can be reached at 202-517-0229 or via e-mail at cwilson@achp.gov. We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to reach a Memorandum of Agreement.

Sincerely,

John M. Fowler
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

March 2, 2015

Mr. George Strack
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
202 S. Eight Tribes Trail
Miami, OK 74354

Re: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Mr. Strack:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

- (1) The Red-Purple Bypass Project and
- (2) The Lawrence to Bryn Mawr Modernization Project

We anticipate that Phase One of RPM will also include Categorical Exclusions (CEs) for two additional, smaller projects within CTA's right-of-way, which are expected to have no significant environmental impacts.

This letter is related to the historic resources analysis for the 1.3-mile long Lawrence to Bryn Mawr Modernization Project and the consultation process under Section 106 of the National Historic Preservation Act and implementing regulations (36 CFR 800). We last reached out to you in an invitation for an August 21, 2014 meeting/teleconference to discuss the project, historic resources in the vicinity, and effects on these resources. As a result of our analysis and collaboration with consultation parties, FTA has determined that the Lawrence to Bryn Mawr Modernization Project would result in an adverse effect on four resources eligible for or listed on the National Register of Historic Places (NRHP):

- The Elevated Track Structure;
- The Uptown Square Historic District;
- The West Argyle Street Historic District; and
- The Bryn Mawr Avenue Historic District.

Building upon our technical analyses and input from consulting parties, CTA and FTA have been working to develop a draft Memorandum of Agreement (MOA) to identify specific measures to avoid, minimize, and mitigate impacts on these four adversely affected resources.

Re: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

The draft MOA is enclosed for your review and comment. Please take some time to familiarize yourself with this document.

CTA and FTA will host an in-person meeting to discuss the draft MOA and proposed mitigation measures for the Lawrence to Bryn Mawr Modernization Project at **11:00 AM on Tuesday, March 24, 2015 at CTA Headquarters** (567 West Lake Street, Chicago, Illinois). Please note that you will receive a separate letter for a similar consultation process meeting that will occur for the Red-Purple Bypass Project on the same day at 2:00 PM.

You will also receive an electronic invitation for the March 24, 2015 Lawrence to Bryn Mawr Modernization Project Section 106 meeting in the near future. Please either respond to that email directly or contact CTA's Project Manager, Steve Hands (SHands@transitchicago.com), to confirm your attendance so that your name can be added to the building's security list. A call-in option can be offered for those who are unable to attend in person.

We welcome your comments on the draft MOA during the meeting or in writing. Written comments should be sent by e-mail to Mark Assam at mark.assam@dot.gov by April 3, 2015. The project team will consider your comments as the MOA is finalized.

Thank you for your continued participation on this project. If you have any questions or concerns prior to the meeting, please feel free to contact Mark Assam, Environmental Protection Specialist, FTA, at (312) 353-4070 or via his above email address.

Sincerely,



Marisol R. Simón
Regional Administrator

Enclosure: Draft Memorandum of Agreement

cc: Mark Assam, FTA
Reggie Arkell, FTA
Steve Hands, CTA



March 2, 2015

Cindi Anderson
Uptown Chicago Commission
937 West Lakeside Place
Chicago, IL 60640

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Ms. Anderson:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

- (1) The Red-Purple Bypass Project and
- (2) The Lawrence to Bryn Mawr Modernization Project

We anticipate that Phase One of RPM will also include Categorical Exclusions (CEs) for two additional, smaller projects within CTA's right-of-way, which are expected to have no significant environmental impacts.

This letter is related to the historic resources analysis for the 1.3-mile long Lawrence to Bryn Mawr Modernization Project and the consultation process under Section 106 of the National Historic Preservation Act and implementing regulations (36 CFR 800). We last met with you in August 2014 to discuss the project, historic resources in the vicinity, and effects on these resources. As a result of our analysis and consultation with you, FTA has determined that the project would result in an adverse effect on four resources eligible for or listed on the National Register of Historic Places (NRHP):

- The Elevated Track Structure;
- The Uptown Square Historic District;
- The West Argyle Street Historic District; and
- The Bryn Mawr Avenue Historic District.

Since our last meeting, and building upon our technical analyses and input from consulting parties last summer, CTA and FTA have been working to develop a draft Memorandum of Agreement (MOA) to identify specific measures to avoid, minimize, and mitigate impacts on these four adversely affected resources. The draft MOA is enclosed for your review and comment. Please take some time to familiarize yourself with this document.

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Thank you for your continued participation on this project. If you have any questions or concerns prior to the meeting, please feel free to contact Steve Hands, project manager for CTA, at (312) 681-4169 or via email at SHands@transitchicago.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "SHands", is positioned above the printed name and title.

Steve Hands
CTA Project Manager



March 2, 2015

LeRoy Blommaert
Edgewater Historical Society and Museum
5358 N. Ashland Avenue
Chicago, IL 60640

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Mr. Blommaert:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

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Steve Hands
CTA Project Manager



March 2, 2015

Matt Crawford
Chicago Historic Preservation Division
121 N. LaSalle Street, Room 1101
Chicago, IL 60602

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Mr. Crawford:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

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Sincerely,

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Steve Hands
CTA Project Manager



March 2, 2015

Lisa DiChiera
Landmarks Illinois
30 N. Michigan Avenue, Suite 2020
Chicago, IL 60602

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Ms. DiChiera:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

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Steve Hands
CTA Project Manager



March 2, 2015

Cassandra Francis
Friends of the Park
17 N. State Street, Suite 1450
Chicago, IL 60602-3315

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Ms. Francis:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

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Steve Hands
CTA Project Manager



March 2, 2015

David Halpin
Illinois Historic Preservation Agency
One Old State Capitol Plaza
Springfield, IL 62701

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Mr. Halpin:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

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Steve Hands
CTA Project Manager



March 2, 2015

Ward Miller
Preservation Chicago
4410 N. Ravenswood Avenue
Chicago, IL 60640

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Mr. Miller:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

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Steve Hands
CTA Project Manager



March 2, 2015

Martin Tangora
Uptown Historical Society
4636 N. Magnolia Avenue
Chicago, IL 60640

RE: Section 106 Consultation Process for the Lawrence to Bryn Mawr Modernization Project

Dear Mr. Tangora:

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) have been conducting technical analyses on proposed improvements to the Red and Purple lines in Chicago. Phase One of the Red and Purple Modernization Program (RPM) includes Environmental Assessments (EAs) for two discrete projects within the RPM corridor:

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Steve Hands
CTA Project Manager

DRAFT MEMORANDUM OF AGREEMENT

**BETWEEN THE FEDERAL TRANSIT ADMINISTRATION, CHICAGO TRANSIT
AUTHORITY, AND ILLINOIS HISTORIC PRESERVATION AGENCY**

**REGARDING THE LAWRENCE TO BRYN MAWR MODERNIZATION PROJECT,
CITY OF CHICAGO, COOK COUNTY, ILLINOIS**

WHEREAS, the Federal Transit Administration (FTA) intends to provide federal funding to the Chicago Transit Authority (CTA) for the Lawrence to Bryn Mawr Modernization Project (the Project) in Chicago, Illinois; and

WHEREAS, the Project consists of reconstructing the existing Red and Purple line track structure as a modern aerial structure and modernizing four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr stations) within the 1.3-mile project limits from Leland Avenue to approximately Ardmore Avenue; and

WHEREAS, FTA has defined the Project's Area of Potential Effects (APE) as described in Attachment A; and

WHEREAS, FTA has determined that the Project may have an adverse effect on the National Register of Historic Places (NRHP) eligible elevated track structure, the NRHP listed Uptown Square Historic District, the NRHP listed West Argyle Street Historic District, and the NRHP listed Bryn Mawr Avenue Historic District, and FTA and CTA have consulted with the Illinois Historic Preservation Agency (IHPA) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, (54 U.S.C. § 306108) and its implementing regulations (36 C.F.R. § 800); and

WHEREAS, FTA and CTA have consulted with other consulting parties (listed in Attachment B) regarding the effects of the Project on historic properties; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination and the ACHP has chosen not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

WHEREAS, consideration was given to alternatives and measures throughout the project development process to avoid, minimize, and mitigate impacts to historic properties listed on or eligible for the NRHP while meeting the stated purpose of the Project;

NOW THEREFORE, FTA, CTA, and IHPA agree that, upon acceptance of this Memorandum of Agreement (MOA), the Project shall be implemented in accordance with the following stipulations in order to take into account the effect of the Project on historic properties.

STIPULATIONS

FTA and CTA shall ensure that the following stipulations of this MOA are carried out as follows:

I. TREATMENT MEASURES

A. Elevated Track Structure

1. During the pre-construction project development process, CTA will solicit visual preferences regarding the elevated track structure from consulting parties. The feedback received will be incorporated as appropriate into the reference materials provided to firms bidding on the project. As part of the project contractor selection process, CTA will incorporate a selection criterion that provides additional points for proposals that consider the aesthetic qualities of the historic elevated track structure in their designs.
2. As a coordinated effort between the Wilson Transfer Station Project (Wilson Transfer Station Project MOA Stipulation I.4.A) and the Lawrence to Bryn Mawr Modernization Project, CTA will develop an interpretive exhibit for installation at Wilson station discussing the history and context of the elevated North Red Line. The exhibit will be designed in consultation with a qualified historian or architectural historian who shall assess the content and presentation to ensure that the important history and associations that contribute to the significance of the track structure are incorporated. The exhibit shall be displayed in a publicly accessible space within five years of the signature of this MOA.
3. Prior to any demolition of the existing track structure (including the embankment) within the Project limits, CTA will prepare Historic American Engineering Record (HAER) documentation for the existing track structure within the Project limits. CTA will coordinate in advance of construction activities with the National Park Service (NPS) to assess the appropriate level of HAER documentation. CTA will provide draft documentation to NPS to verify that it meets the specified standards and formats. Upon NPS approval, CTA shall finalize the documentation for submittal through the HAER Program to the Library of Congress. One paper copy and one electronic copy of the final HAER documentation will be provided to IHPA.

B. Uptown Square Historic District

1. CTA, in coordination with IHPA, shall prepare an updated NRHP nomination form for the Uptown Square Historic District. The update shall be prepared by a qualified historian or architectural historian. The updated nomination form shall include additional photographs, information about the modernization of the track structure, and reassessments of contributing properties, specifically those that have been or will be removed or modified by recently completed and planned improvements to the North Red line. At the direction of the IHPA,

the updated nomination form shall indicate that the track structure remains a contributing element within the district. The updated nomination form shall be submitted to the IHPA for review and comment within two years of the signature of this MOA. Once CTA addresses any review comments, the IHPA shall submit the updated nomination form to the Illinois Historic Sites Advisory Council and/or the Keeper of the National Register to complete the update process.

2. CTA shall prepare a Historic Preservation Plan (HPP) for the Uptown Square Historic District. The HPP shall be prepared by a qualified historian or architectural historian and shall be consistent with the Secretary of the Interior's Standards and Guidelines for Preservation Planning. A draft HPP shall be submitted to the IHPA and any other interested community historic preservation groups for review and comment within two years of the signature of this MOA.

C. West Argyle Street Historic District

1. During the pre-construction project development process, CTA will develop design plans for Argyle station that are consistent with the design of the Prairie style Argyle station originally constructed in 1921, and that integrate into the setting of the encompassing historic district. CTA will offer preliminary station design schematics to the IHPA and other consulting parties for review and comment prior to construction.
2. During the pre-construction project development process, CTA will examine the feasibility and cost implications of preserving existing Argyle station materials and reincorporating these features into the station design.
3. CTA, in coordination with IHPA, shall prepare an updated NRHP nomination form for the West Argyle Street Historic District. The update shall be prepared by a qualified historian or architectural historian. The updated nomination form shall include additional photographs and reassess contributing properties that have been modified since the original NRHP nomination form was prepared. The updated nomination form shall remove the CTA Argyle station and the CTA retail building at 1117-1119 W Argyle Street, which are currently contributing properties and will be demolished by the Project. The updated nomination form shall be submitted to the IHPA for review and comment within two years of the signature of this MOA. After CTA addresses review comments, the IHPA shall submit the updated nomination form to the Illinois Historic Sites Advisory Council and/or the Keeper of the National Register to complete the update process.
4. CTA shall prepare a Historic Preservation Plan (HPP) for the West Argyle Street Historic District. The HPP shall be prepared by a qualified historian or architectural historian and shall be consistent with the Secretary of the Interior's Standards and Guidelines for Preservation Planning. A draft HPP shall be submitted to the IHPA and any other interested community historic preservation groups for review and comment within two years of the signature of this MOA.

D. Bryn Mawr Avenue Historic District

1. During the pre-construction project development process, CTA will develop design plans for Bryn Mawr station that are consistent with the design of the Prairie style Bryn Mawr station originally constructed in 1921, and that integrate into the setting of the encompassing historic district. CTA will offer preliminary station design schematics to the IHPA and other interested consulting parties for review and comment prior to construction.
2. CTA, in coordination with IHPA, shall prepare an updated NRHP nomination form for the Bryn Mawr Avenue Historic District. The update shall be prepared by a qualified historian or architectural historian. The updated nomination form shall include additional photographs and reassess contributing properties that have been modified since the original NRHP nomination form was prepared. The updated nomination form shall remove the CTA retail building at 1116 W Bryn Mawr Avenue, which is currently a contributing property and will be demolished by the Project. The updated nomination form shall be submitted to the IHPA for review and comment within two years of the signature of this MOA. After CTA addresses review comments, the IHPA shall submit the updated nomination form to the Illinois Historic Sites Advisory Council and/or the Keeper of the National Register to complete the update process.
3. CTA shall prepare a Historic Preservation Plan (HPP) for the Bryn Mawr Avenue Historic District. The HPP shall be prepared by a qualified historian or architectural historian and shall be consistent with the Secretary of the Interior's Standards and Guidelines for Preservation Planning. A draft HPP shall be submitted to the IHPA and any other interested community historic preservation groups for review and comment within two years of the signature of this MOA.

E. Measures regarding Project Construction

1. To minimize the potential for construction impacts, CTA shall comply with any relevant FTA standards and guidelines regarding noise and vibration impacts. CTA shall also implement Best Management Practices during construction.
2. CTA shall conduct a conditions assessment for any NRHP listed, eligible, or contributing structures located within 15 feet of Project construction activities. If warranted based on structure type and condition, CTA shall prepare a protection and stabilization plan prior to construction. IHPA and the respective property owner shall be given an opportunity to review and comment on the adequacy of individual plans.
3. As a commitment from the NEPA process to offset potential community impacts, CTA will develop and implement a *Construction Outreach and Coordination Plan*. The plan will include a Business Outreach Program to assist local businesses and residents affected by construction. The plan will be tailored to business and community needs, and will include a series of initiatives to minimize construction disruptions. As historic properties and districts

make up a substantial portion of the communities that will be potentially impacted, CTA commits to engaging Section 106 consulting parties in the development of this plan.

II. DURATION

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FTA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

III. MONITORING AND REPORTING

Every year on **DATE** following the date of the signing of this MOA until it expires or is terminated (whichever comes first), CTA shall provide the IHPA and consulting parties (listed in Attachment B) with a summary report detailing the work undertaken throughout the previous year pursuant to the stipulations of this MOA. The last report shall be submitted within 3 months of completion of construction of the Project. The summary shall include any tasks undertaken relevant to stipulations within this MOA, scheduling changes, problems encountered, and any disputes regarding implementation of these stipulated measures.

IV. POST-REVIEW DISCOVERIES

If properties are discovered that may be historically significant or unanticipated effects on historic properties found, then CTA shall implement the following procedures. All work will stop immediately within 100 feet of the property; FTA and IHPA will be notified as soon as possible; CTA and FTA, in consultation with IHPA, will define reasonable measures to avoid or minimize harm to the property; and CTA will implement these measures accordingly and resume work. This applies to not only aboveground resources but also any archaeological sites that may be discovered during the course of the project.

V. DISPUTE RESOLUTION

Should any signatory to this MOA object in writing at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA shall consult with such signatory to resolve any objection. If FTA determines that such objection cannot be resolved, FTA will

- A. Forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FTA will then proceed according to its final decision.
- B. If ACHP does not provide its advice regarding the dispute within the 30 day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them to the ACHP with a copy of such written response.

The responsibility of FTA and CTA to carry out all other actions under the terms of this MOA that are not the subject of the dispute shall remain unchanged.

VI. AMENDMENT

This MOA may be amended when such amendment is agreed to in writing by all signatories. The amendment will be effective on the date that a copy is signed.

VII. TERMINATION

This MOA will terminate in five (5) years or upon completion of its terms, whichever comes first. If FTA or CTA determines that the terms of this MOA will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VI above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, FTA or CTA may terminate the MOA upon written notification to the other signatories.

SIGNATORIES

FEDERAL TRANSIT ADMINISTRATION

Signature: _____

Date: _____

CHICAGO TRANSIT AUTHORITY

Signature: _____

Date: _____

ILLINOIS HISTORIC PRESERVATION AGENCY

Signature: _____

Date: _____

Attachment A
Area of Potential Effect



Attachment B
List of Section 106 Consulting Parties

The State Historic Preservation Office (SHPO) and one Tribal Historic Preservation Office (THPO) participated in the consultation process for the Project:

Illinois Historic Preservation Agency
ATTN: David Halpin
One Old State Capitol Plaza
Springfield, IL 62701

Miami Tribe of Oklahoma
ATTN: George Strack
202 S. Eight Tribes Trail
Miami, OK 74354

CTA invited a number of organizations to participate as part of the Section 106 process in July 2012. In addition to the SHPO and THPO mentioned above, the following is a list of those organizations that accepted the invitation to participate as a consulting party.

Chicago Historic Preservation Division
Department of Planning and Development
ATTN: Matt Crawford
121 N. LaSalle St., Room 1101
Chicago, IL 60602

Preservation Chicago
ATTN: Ward Miller
4410 N. Ravenswood
Chicago, IL 60640

Landmarks Illinois
ATTN: Lisa DiChiera
30 N. Michigan Avenue, Suite 2020
Chicago, 60602

Edgewater Historical Society & Museum
ATTN: LeRoy Blommaert
5358 N Ashland Ave
Chicago, IL 60640

Uptown Chicago Commission
ATTN: Cindi Anderson
937 West Lakeside Place
Chicago, IL 60640

Friends of the Parks
ATTN: Cassandra Francis
17 N State Street, Suite 1450
Chicago, IL 60602-3315

Uptown Historical Society
ATTN: Martin Tangora
4636 N Magnolia Ave
Chicago, IL 60640

MEETING NOTES

RE: Section 106 Memorandum of Agreement Meeting
Lawrence to Bryn Mawr Modernization Project

DATE: March 24, 2015, 11:00 a.m.

LOCATION: CTA Headquarters, 567 W. Lake Street, 2nd Floor Board Room, Chicago IL

TO: Distribution and All Attendees

ATTENDEES:

Name	Organization
Scott Utter	Altus Works
Matt Crawford	City of Chicago
Suzie Mosher	Chicago Transit Partners (CTP)
Dean Simpson	Chicago Transit Partners (CTP)
Marlise Fratinardo	CTA
Don Gismondi	CTA
Steve Hands	CTA
Mike McLaughlin	CTA
Carole Morey	CTA
Lee Rogulich	CTA
Roy Taylor	CTA
Jenifer Palmer	CWC Transit Group
Michael Booth	CWC Transit Group
Rebecca Thompson	CWC Transit Group
Robert Ball	CWC Transit Group
Melanie Moore	Friends of the Parks
Reggie Arkell	FTA Region V
Mark Assam	FTA Region V
Shelia Clements	FTA Region V
Tony Greep	FTA Region V
David Halpin	IHPA
Rachel Leibowitz	IHPA
Kaitlin Streyler	Muller & Muller
Ward Miller	Preservation Chicago
Cindi Anderson	Uptown Chicago Commission
Martin Tangora	Uptown Historical Society

Item No.	Item Description
1	<p>Welcome/Intro</p> <ul style="list-style-type: none"> • Steve Hands (CTA) welcomed attendees. Attendees provided brief introductions. • Mr. Hands provided a brief introduction to the project and an overview of the purpose of the meeting. This meeting is in follow up to the meeting on eligibility and effects determinations in August 2014. The Lawrence to Bryn Mawr Modernization Project is in the City of Chicago, from approximately Leland to Ardmore Avenues in the Uptown and Edgewater communities. The project includes modernizing the track structure and four stations within the 1.3 mile limits. The area is a mature, urban environment that passes through multiple historic districts. In addition, the track itself is individually eligible. • The focus of today's meeting is to go over provisions for the Memorandum of Agreement (MOA). These provisions are proposed mitigation for effects on eligible or listed National Register historic resources that could be affected by the project. Rebecca Thompson (CWC) will lead the discussion, reviewing each provision of the draft MOA for comments and discussion. Draft MOAs were mailed out on March 2, 2015 and have been provided as a handout. An agenda outlining the major provisions was also provided. • Ms. Thompson reviewed the format of the MOA with attendees, noting that the first page contains background project information. Page 2 of the MOA is the start of the actual stipulations for review during this meeting. She further provided some background on the process to date, noting that the consultation for the 9.6-mile RPM corridor was conducted in 2012 and eligibility and effects were further reviewed for this smaller Phase I project last year (August 2014). FTA and IHPA have provided concurrence on the eligibility and effects determinations from the last consultation. As a result of the effects findings, CTA and FTA have drafted an MOA identifying proposed mitigation for adverse effects. It should be noted that the historic consultation process is only one portion of the much larger National Environmental Policy Act (NEPA) process that covers other aspects of community and natural environmental impacts as well.
2	<p>Adverse Effect on Track Structure</p> <ul style="list-style-type: none"> • Ms. Thompson reviewed the reasons for the adverse effect on the individually eligible track structure, noting that existing track is deteriorated and the project would modernize the track structure and bring accessibility to stations, which would require wider footprints. Platforms would be elongated and widened, noise barriers at the edge of the track structure would be installed to meet requirements for noise mitigation, and the track structure itself would be modernized (creating a new aerial structure to support the tracks). Consulting party feedback in August 2014 emphasized that the track structure – including the embankment – is an important historic resource within the encompassing community and districts. There are three stipulations proposed to mitigate this adverse effect. • First, as the design-build process moves forward, the selection criteria for a contractor will include track structure aesthetics. Feedback from consulting parties on desired aesthetics would be incorporated into the bid process and additional points would be awarded to contractors that are most responsive to develop aesthetic approaches. <ul style="list-style-type: none"> ○ Cindi Anderson (Uptown Chicago Commission) asked about the proposed timing for going out to bid. CTA staff noted that the project is currently still in the NEPA environmental process. The Environmental Assessment (EA) is expected to be made publically available in spring/summer 2015 and a public hearing will be held. Following the public hearing, FTA will issue a final

Item No.	Item Description
	<p>decision document in summer/fall and then CTA would seek entrance into the next phase of implementing the project – engineering. A pre-qualifications package for contractors is expected late this fall and a contract award is expected in 2016, with construction beginning as early as 2017. Dates are contingent on funding, but the project is proposed as a design-build, meaning that final design will be done by the chosen design-build contractor.</p> <ul style="list-style-type: none"> • The second stipulation involves installing an interpretive display on the history of the north Red Line, similar to a museum-style exhibit. This interpretive display would be coordinated with the Wilson station project that is currently under construction. Consulting parties provided comments on these first two stipulations. <ul style="list-style-type: none"> ○ Ward Miller (Preservation Chicago) noted that the embankment that supports the existing track structure is very important to the character of the area. As part of reconstruction, it is desirable to recreate those visual elements. This could be done in a number of ways, whether using similar materials or some other means. It is important to retain the existing look and feel of the system, particularly at street level. Ward Miller said CTA should not be duplicating what was done with certain aspects of the Belmont Station in terms of the support structure and its overall aesthetics. ○ CTA noted that in working with a contractor, there will need to be a balance of engineering considerations against historic/aesthetic considerations to allow reconstruction of the track and to make stations accessible while addressing aesthetic concerns and the important historic relationship of the track structure. This balance means not limiting the contractor’s ability to be innovative on how best to construct this complex project, while providing visual preference reference materials to potential contractors and selection criteria for track structure aesthetics. Mr. Miller noted that wherever there is an opportunity to restore and/or retain the historic structure and maintain the authenticity of the original historic idea, that approach is preferred. ○ Carole Morey (CTA) noted that CTA is committed to working with the historic community in balancing these needs. She referenced recent Blue line examples of improvements at Damen and California stations that incorporated context sensitive historic qualities. Regarding the embankment and preferred materials, Ms. Morey encouraged attendees to provide reference materials and specific examples or ideas either on the CTA system or elsewhere. This information will be important to incorporating feedback into the design process. • Ms. Thompson went over the third and final stipulation for the elevated track structure, which includes Historic American Engineering Record (HAER) documentation for the elevated track structure. This is a pretty standard measure and one discussed during the last meeting. No further comments on that stipulation were received.
3	<p>Uptown Square Historic District</p> <ul style="list-style-type: none"> • Ms. Thompson provided a brief overview of the reasons for the adverse effect on the Uptown Square Historic District, noting its eligibility under Criteria A and C. The district is adversely affected since the elevated track structure is a contributing resource to the district. There are no other contributing elements within the district that are affected by the project. • The stipulations to mitigate this adverse effect on the district include updating the National Register of Historic Places (NRHP) nomination form and preparing a Historic Preservation Plan for

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	<p>the district.</p> <ul style="list-style-type: none"> ○ Ms. Anderson asked for further clarification of the updated nomination form process, noting that there does not appear to be a community involvement process included in this provision. The existing form was a community driven process and any update should be community driven as well and involve the parties originally part of that process, even though funding for that update should be done through CTA. She also noted that the update should only cover the track structure itself, not additional resources. ○ Rachel Leibowitz (IHPA) noted that the intention of the update to the form would be to note the changes to the track structure that would result from this project. The added benefit to the community in updating this form is that there is a potential for adding buildings that perhaps were not eligible in the past due to age that would now be eligible due to age. ● Martin Tangora (Uptown Historical Society) asked for further information about the changes to the embankment wall within the Uptown Square Historic District, particularly pointing to the portion of existing embankment between Lawrence and Leland Avenues. This wall is a prominent feature in the district and there is a desire to understand what visual changes would occur. Ms. Anderson further noted that there are also several festivals that take place in this area during summer months and the existing embankment wall also acts as a sound barrier between the entertainment district and nearby residential areas. ○ CTA staff noted that the engineering is not completed in enough detail at this point to be able to provide design details at this location. Consulting parties are encouraged to provide their preferences as part of the comment period for the NEPA document, not just from a historic context but also from a community context. Having these reference materials and specific suggestions will help to set parameters for the design-build contractor. ● Ms. Anderson asked for clarification on why the Lawrence station is not called out specifically within the MOA. Mr. Hands noted that the Lawrence station is not eligible or listed either individually or as a contributing element within the historic district and therefore is not part of the Section 106 stipulations. ● Ms. Anderson asked for further details on impacts to the Aragon Ballroom and displacements. Mr. Hands noted that preliminary engineering staff has met with staff at the Aragon Ballroom to understand specific design constraints at that location. CTA proposes to span only partly over the east alley at that location, to minimize any adverse effect on that resource. ● Ms. Anderson asked whether there was any update on the proposed displacement of the Sun Center Plaza on the other side of the track structure in this area. CTA noted that engineers have been working on specific solutions in this area to continue to ensure no impact to the Aragon Ballroom and to lessen impacts to other buildings as much as possible. Ms. Anderson asked whether the row homes next to Sun Center would be impacted by the project. CTA noted that they are not impacted. ● Mark Assam (FTA) noted that some of these comments on the stations, community preferences, and displacements are not specifically related to historic concerns as part of the Section 106

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	<p>process. These types of impacts will be addressed in the NEPA document itself and there will be an opportunity to take community input on non-historic elements of the project as part of that public process.</p> <ul style="list-style-type: none"> Ms. Anderson asked about the stipulation for a Historic Preservation Plan and why that was included. Mr. Hands noted that this stipulation came directly from the last consultation meeting where consulting parties noted a desire for this type of plan in historic districts. CTA would work with the City of Chicago Department of Planning and Development and the community to develop this plan. Ms. Thompson explained that a Historic Preservation Plan, in addition to the context and inventory information in a National Register nomination form, includes prioritized goals that can integrate with larger land use plans to strategize measures to preserve an area's historic character.
4	<p>West Argyle Street Historic District</p> <ul style="list-style-type: none"> Ms. Thompson provided a brief overview of the reasons for the adverse effect on the West Argyle Street Historic District, noting its eligibility under Criteria A and C. The district is adversely affected due to the incorporation of the CTA-owned vacant retail space underneath the track structure on the south side of street (which is a contributing element to the district) and due to modernization of the station itself. The station contributes to the district but is not individually eligible. Stipulations are proposed to minimize effects to the district, including preparing design plans consistent with the 1921 Prairie style station, investigating the feasibility of preserving historic materials, updating the NRHP nomination form, and preparing a Historic Preservation Plan. The first stipulation has to do with design of the station and input received from consulting parties during the previous consultation meeting. Feedback indicated a desire for consistency in the new station to the 1920s prairie style. Ms. Anderson asked whether the pagoda would be replaced, noting the pagoda may not be formally historic but is a prominent visual feature and has been there for many decades now. Mr. Hands noted that the station façade is the historic element to the station that contributes to the district. As such, the pagoda is related to community impacts rather than historic/Section 106 stipulations. This makes it more of a NEPA issue; we will discuss further as part of that process at the spring/summer public hearings. Mr. Miller noted that retaining the historic fabric of the station is desired. Where possible, preserve facades and use original components/materials. Ms. Morey noted that CTA is early in the design process for stations, and it is important to note that the existing stations are tucked under the embankment and as such, the embankment currently acts as a roof to the stations. When the track structure is raised and to meet modern safety standards, it may not be possible to retain stations as is. CTA has heard from consulting parties that there is a desire to preserve the look and feel of the stations and CTA would like to do that. Part of what was heard from consulting parties during the previous consultation meeting was that there is a desire to have some consistency in the design of stations. The stipulations in the MOA lay out the process for being able to receive additional feedback from consulting parties as design moves forward. Ms. Morey encouraged consulting parties to provide comments on suggested language that would better meet the desire for authentic designs that would assist in retaining the look and feel. Melanie Moore (Friends of the Parks) noted that these stipulations reflect comments from consulting parties last time and are a move in the right direction for developing a process to incorporate feedback.

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5	<p>Bryn Mawr Avenue Historic District</p> <ul style="list-style-type: none"> Ms. Thompson provided an overview of the adverse effect to the Bryn Mawr Avenue Historic District, noting that similar to Argyle station, the vacant CTA-owned retail on the north side of the street would be demolished to accommodate the new stations. This vacant CTA-owned retail is a contributing element to the district, resulting in an adverse effect to the district as a whole. The station itself was modified in the 1970s and is not individually eligible or a contributing element. No other contributing elements to the district are affected by the project. The stipulations for this historic district are similar to ones for the other historic districts above. Ms. Thompson went through the three proposed stipulations in the MOA. Mr. Miller noted that it is desirable to avoid fake historicism and maintain the facades and materials used at stations.
6	<p>Construction</p> <ul style="list-style-type: none"> Ms. Thompson reviewed the Section 106/historic stipulations for construction and noted that these stipulations only cover historic related items. Additional protective measures would be required under NEPA and under CTA's standard construction specifications. The NEPA document itself will provide more information on impacts due to construction. Mr. Hands noted that the stipulations for construction are reflective of what CTA heard from consulting parties during the last consultation meeting and CTA recognizes that there is always a concern about construction near historic resources. Stipulations such as a Construction Outreach Plan attempt to be proactive about addressing these issues ahead of time. That plan would be part of larger efforts to mitigate construction impacts and could include things like scheduling around community events, ad campaigns and other provisions. The plan will be developed with input from community at large and the intent is to keep the historic districts active during construction. Mr. Hands encouraged consulting parties to provide any additional input on these stipulations as part of written comments.
7	<p>Other EA Provisions beyond the MOA</p> <ul style="list-style-type: none"> Matt Crawford (City of Chicago) asked whether the five year expiration noted in the MOA gives enough time for implementation of all of the stipulations within the EA. Mr. Hands noted that the five year timeline is standard for an MOA, but agreed that it is worth further considering whether this timeframe provides sufficient durations for all stipulations. It should be noted that there is also language included allowing an extension of time process if some items take longer than anticipated to complete. Mr. Miller noted that if there is a way of reducing the amount of support columns for the alley span, to cantilever it from the embankment then that is preferred. It is understood that the design process is early on at this point and that the design has not yet been set. As CTA begins looking at aesthetics, it would be helpful to gain consulting party feedback on examples of preferred designs or aesthetics. Ms. Anderson asked for further details on the CTA meetings with Aragon Ballroom, including parameters provided and any impacts to loading zones. Mr. Hands noted that preliminary engineering staff did not provide parameters to Aragon Ballroom contacts, rather the meeting was to understand what design parameters were needed by Aragon Ballroom to make sure that the design is within those limits. Loading issues and maintaining access to alleys will be

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	<p>addressed as part of the larger NEPA process and documentation. Ms. Morey encouraged Ms. Anderson to reach out to Aragon Ballroom personally.</p> <ul style="list-style-type: none"> • Ms. Anderson asked whether there is a plan at Lawrence station to include historic provisions. Mr. Hands noted again that the Lawrence station is not an eligible resource. However, CTA encourages input from the public on community desires for stations as part of the NEPA process. As part of this historic consultation process, CTA understands that there is a desire to keep the stations within the project area consistent in design. • Mr. Tangora asked whether each station would have entrances on both sides of the street. Mr. Hands noted that at minimum there would be exit stairs on both sides. There are some requirements (Americans with Disabilities Act) that did not apply when the stations were constructed in the 1920s. These requirements mean that wherever an entrance is placed there would also need to be accessible elevators. This may not be possible at two locations due to design constraints. At minimum, the stations will be much larger than today and able to serve more customers. • Mr. Miller asked about salvaging historic materials at other stations, for example pilasters and tile from Berwyn station. As this station is not individually eligible or part of a district, this discussion falls beyond the scope of today's consultation meeting but could be brought up during the NEPA public comment process.
8	<p>Next Steps</p> <ul style="list-style-type: none"> • Mr. Hands reminded attendees that comments are due by April 3 and can be submitted to him via email. • The EA document will be published shortly. All attendees are on the RPM mailing list and will receive a notification as soon as the document is published. • Mr. Hands noted that the MOA will not be finalized until after the public comment period on the NEPA EA document. This is so that historic concerns from both the Section 106 and NEPA processes are coordinated and incorporated as needed. After the comment period is over for the EA document, the MOA would be circulated for signatures by FTA, CTA and IHPA. • Mr. Hands thanked everyone for their time and input on the MOA provisions. Mr. Assam really encouraged each of the consulting parties to attend the upcoming public hearing for the EA to solicit input on non-historic NEPA issues as well, particularly ones heard today regarding visual and aesthetics, and other community related concerns.

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

Palmer, Jenifer S.

From: Crawford, Matt <Matt.Crawford@cityofchicago.org>
Sent: Friday, April 03, 2015 4:35 PM
To: Hands, Steve
Cc: Gorski, Eleanor; Leibowitz, Rachel
Subject: RPM: Lawrence to Bryn Mawr MOA Comments
Attachments: Lawrence_to_Bryn_Mawr_Redline_Historic_Pres_Div.docx

Steve,

Please see the attached redline version of the Lawrence to Bryn Mawr MOA which highlights our comments. As we have discussed, the Historic Preservation Division of the City of Chicago's Department of Planning and Development should be added as a signatory.

In addition, we want to be included in the preparation of the revised National Register Nominations and Historic Preservation Plans (HPP's) for the Argyle, Uptown and Bryn Mawr districts. Rather than re-stating what we already know about these districts from the National Register Nominations, Chicago Landmark reports and the Chicago Historic Resources Survey, we believe this is a great opportunity to re-evaluate the period of significance and historic contexts for these resources.

As we discussed, we believe that more research needs to be done and more history written about the waves of immigration that occurred in the Uptown, Bryn Mawr and Argyle neighborhoods after the onset of the Great Depression in 1929 up to the present. These neighborhoods have been, and remain, a port of entry for a range of ethnic groups as well as Native Americans and Appalachians. In the National Register nominations and Chicago designation reports these groups are only briefly touched upon and we therefore have little understanding of how to identify or evaluate the impact these groups had on the built environment (the pagoda platform at the Argyle Station comes to mind).

Thanks,

Matt Crawford
City Planner IV
Department of Housing and Economic Development
Historic Preservation Division
City Hall, 121 N. LaSalle St., Room 1101
Chicago, IL 60602
t 312 744 9146
f 312 744 9140

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DRAFT MEMORANDUM OF AGREEMENT

**BETWEEN THE FEDERAL TRANSIT ADMINISTRATION, CHICAGO TRANSIT
AUTHORITY, AND ILLINOIS HISTORIC PRESERVATION AGENCY**

**REGARDING THE LAWRENCE TO BRYN MAWR MODERNIZATION PROJECT,
CITY OF CHICAGO, COOK COUNTY, ILLINOIS**

WHEREAS, the Federal Transit Administration (FTA) intends to provide federal funding to the Chicago Transit Authority (CTA) for the Lawrence to Bryn Mawr Modernization Project (the Project) in Chicago, Illinois; and

WHEREAS, the Project consists of reconstructing the existing Red and Purple line track structure as a modern aerial structure and modernizing four stations (Lawrence, Argyle, Berwyn, and Bryn Mawr stations) within the 1.3-mile project limits from Leland Avenue to approximately Ardmore Avenue; and

WHEREAS, FTA has defined the Project's Area of Potential Effects (APE) as described in Attachment A; and

WHEREAS, FTA has determined that the Project may have an adverse effect on the National Register of Historic Places (NRHP) eligible elevated track structure, the NRHP listed Uptown Square Historic District, the NRHP listed West Argyle Street Historic District, and the NRHP listed Bryn Mawr Avenue Historic District, and FTA and CTA have consulted with the Illinois Historic Preservation Agency (IHPA) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, (54 U.S.C. § 306108) and its implementing regulations (36 C.F.R. § 800); and

WHEREAS, FTA and CTA have consulted with other consulting parties (listed in Attachment B) regarding the effects of the Project on historic properties; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination and the ACHP has chosen not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

WHEREAS, consideration was given to alternatives and measures throughout the project development process to avoid, minimize, and mitigate impacts to historic properties listed on or eligible for the NRHP while meeting the stated purpose of the Project;

NOW THEREFORE, FTA, CTA, and IHPA agree that, upon acceptance of this Memorandum of Agreement (MOA), the Project shall be implemented in accordance with the following stipulations in order to take into account the effect of the Project on historic properties.

STIPULATIONS

FTA and CTA shall ensure that the following stipulations of this MOA are carried out as follows:

I. TREATMENT MEASURES

A. Elevated Track Structure

1. During the pre-construction project development process, CTA will solicit visual preferences regarding the elevated track structure from consulting parties. The feedback received will be incorporated as appropriate into the reference materials provided to firms bidding on the project. As part of the project contractor selection process, CTA will incorporate a selection criterion that provides additional points for proposals that consider the aesthetic qualities of the historic elevated track structure in their designs.
2. As a coordinated effort between the Wilson Transfer Station Project (Wilson Transfer Station Project MOA Stipulation I.4.A) and the Lawrence to Bryn Mawr Modernization Project, CTA will develop an interpretive exhibit for installation at Wilson station discussing the history and context of the elevated North Red Line. The exhibit will be designed in consultation with a qualified historian or architectural historian who shall assess the content and presentation to ensure that the important history and associations that contribute to the significance of the track structure are incorporated. The exhibit shall be displayed in a publicly accessible space within five years of the signature of this MOA.
3. Prior to any demolition of the existing track structure (including the embankment) within the Project limits, CTA will prepare Historic American Engineering Record (HAER) documentation for the existing track structure within the Project limits. CTA will coordinate in advance of construction activities with the National Park Service (NPS) to assess the appropriate level of HAER documentation. CTA will provide draft documentation to NPS to verify that it meets the specified standards and formats. Upon NPS approval, CTA shall finalize the documentation for submittal through the HAER Program to the Library of Congress. One paper copy and one electronic copy of the final HAER documentation will be provided to IHPA.

B. Uptown Square Historic District

1. CTA, in consultation with the Historic Preservation Division of the City of Chicago's Department of Planning and Development, IHPA and the public, shall prepare an updated NRHP nomination form for the Uptown Square Historic District. The update shall be prepared by a qualified historian or architectural historian. The boundaries, period of significance and historic narrative for the updated nomination should be reevaluated to include aspects that may have been too young or overlooked in the original nomination.

Therefore additional aspects of the District's history and additional buildings may need to be evaluated for inclusion in the District. The form shall include additional photographs, information about the modernization of the track structure, and reassessments of contributing properties, specifically those that have been or will be removed or modified by recently completed and planned improvements to the North Red line. Similarly, buildings that were deemed non-contributing in the original nomination may have been restored and should be re-evaluated. At the direction of the IHPA, the updated nomination form shall indicate that the track structure remains a contributing element within the district. The updated nomination form shall be submitted to the IHPA for review and comment within two years of the signature of this MOA. Once CTA addresses any review comments, the IHPA shall submit the updated nomination form to the Illinois Historic Sites Advisory Council and/or the Keeper of the National Register to complete the update process.

2. CTA in consultation with the Historic Preservation Division of the City of Chicago's Department of Planning and Development, IHPA and any other interested community historic preservation ~~shall~~ groups shall prepare a Historic Preservation Plan (HPP) for the Uptown Square Historic District. The HPP shall be prepared by a qualified historian or architectural historian and shall be consistent with the Secretary of the Interior's Standards and Guidelines for Preservation Planning. A draft HPP shall be submitted to the IHPA, the Historic Preservation Division of the City of Chicago's Department of Planning and Development, and any other interested community historic preservation groups for review and comment within two years of the signature of this MOA.

C. West Argyle Street Historic District

1. During the pre-construction project development process, CTA will develop design plans for Argyle station that are consistent with the design of the Prairie style Argyle station originally constructed in 1921, and that integrate into the setting of the encompassing historic district. CTA will offer preliminary station design schematics to the IHPA and other consulting parties for review and comment prior to construction.
2. During the pre-construction project development process, CTA will examine the feasibility and cost implications of preserving existing Argyle station materials and reincorporating these features into the station design.
3. CTA, in consultation with the Historic Preservation Division of the City of Chicago's Department of Planning and Development, IHPA and any other interested community historic preservation groups, shall prepare an updated NRHP nomination form for the West Argyle Street Historic District. The update shall be prepared by a qualified historian or architectural historian. The boundaries, period of significance and historic narrative for the updated nomination should be reevaluated to include aspects that may have been too young or overlooked in the original nomination. Therefore additional aspects of the District's history and additional buildings may need to be evaluated for inclusion in the District. Similarly, buildings that were deemed non-contributing in the original nomination may have been restored and should be re-evaluated. The updated nomination form shall remove the

CTA Argyle station and the CTA retail building at 1117-1119 W Argyle Street, which are currently contributing properties and will be demolished by the Project. The updated nomination form shall be submitted to the IHPA for review and comment within two years of the signature of this MOA. After CTA addresses review comments, the IHPA shall submit the updated nomination form to the Illinois Historic Sites Advisory Council and/or the Keeper of the National Register to complete the update process.

4. CTA in consultation with the Historic Preservation Division of the City of Chicago's Department of Planning and Development, IHPA and any other interested community historic preservation groups, shall prepare a Historic Preservation Plan (HPP) for the West Argyle Street Historic District. The HPP shall be prepared by a qualified historian or architectural historian and shall be consistent with the Secretary of the Interior's Standards and Guidelines for Preservation Planning. A draft HPP shall be submitted to the IHPA, the Historic Preservation Division of the City of Chicago's Department of Planning and Development and any other interested community historic preservation groups for review and comment within two years of the signature of this MOA.

D. Bryn Mawr Avenue Historic District

1. During the pre-construction project development process, CTA will develop design plans for Bryn Mawr station that are consistent with the design of the Prairie style Bryn Mawr station originally constructed in 1921, and that integrate into the setting of the encompassing historic district. CTA will offer preliminary station design schematics to the IHPA and other interested consulting parties for review and comment prior to construction.
2. CTA, in consultation with the Historic Preservation Division of the City of Chicago's Department of Planning and Development, IHPA and any other interested community historic preservation groups, shall prepare an updated NRHP nomination form for the Bryn Mawr Avenue Historic District. The update shall be prepared by a qualified historian or architectural historian. The boundaries, period of significance and historic narrative for the updated nomination should be reevaluated to include aspects that may have been too young or overlooked in the original nomination. Therefore additional aspects of the District's history and additional buildings may need to be evaluated for inclusion in the District. Similarly, buildings that were deemed non-contributing in the original nomination may have been restored and should be re-evaluated. The updated nomination form shall include additional photographs and reassess contributing properties that have been modified since the original NRHP nomination form was prepared. The updated nomination form shall remove the CTA retail building at 1116 W Bryn Mawr Avenue, which is currently a contributing property and will be demolished by the Project. The updated nomination form shall be submitted to the IHPA for review and comment within two years of the signature of this MOA. After CTA addresses review comments, the IHPA shall submit the updated nomination form to the Illinois Historic Sites Advisory Council and/or the Keeper of the National Register to complete the update process.

3. CTA in consultation with the Historic Preservation Division of the City of Chicago's Department of Planning and Development, IHPA and any other interested community historic preservation groups, shall prepare a Historic Preservation Plan (HPP) for the Bryn Mawr Avenue Historic District. The HPP shall be prepared by a qualified historian or architectural historian and shall be consistent with the Secretary of the Interior's Standards and Guidelines for Preservation Planning. A draft HPP shall be submitted to the IHPA the Historic Preservation Division of the City of Chicago's Department of Planning and Development and any other interested community historic preservation groups for review and comment within two years of the signature of this MOA.

E. Measures regarding Project Construction

1. To minimize the potential for construction impacts, CTA shall comply with any relevant FTA standards and guidelines regarding noise and vibration impacts. CTA shall also implement Best Management Practices during construction.
2. CTA shall conduct a conditions assessment for any NRHP listed, eligible, or contributing structures located within 15 feet of Project construction activities. If warranted based on structure type and condition, CTA shall prepare a protection and stabilization plan prior to construction. IHPA and the respective property owner shall be given an opportunity to review and comment on the adequacy of individual plans.
3. As a commitment from the NEPA process to offset potential community impacts, CTA will develop and implement a *Construction Outreach and Coordination Plan*. The plan will include a Business Outreach Program to assist local businesses and residents affected by construction. The plan will be tailored to business and community needs, and will include a series of initiatives to minimize construction disruptions. As historic properties and districts make up a substantial portion of the communities that will be potentially impacted, CTA commits to engaging Section 106 consulting parties in the development of this plan.

II. DURATION

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FTA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

III. MONITORING AND REPORTING

Every year on **DATE** following the date of the signing of this MOA until it expires or is terminated (whichever comes first), CTA shall provide the IHPA and consulting parties (listed in Attachment B) with a summary report detailing the work undertaken throughout the previous year pursuant to the stipulations of this MOA. The last report shall be submitted within 3 months of completion of construction of the Project. The summary shall include any tasks undertaken relevant to stipulations within this MOA, scheduling changes, problems encountered, and any disputes regarding implementation of these stipulated measures.

IV. POST-REVIEW DISCOVERIES

If properties are discovered that may be historically significant or unanticipated effects on historic properties found, then CTA shall implement the following procedures. All work will stop immediately within 100 feet of the property; FTA and IHPA will be notified as soon as possible; CTA and FTA, in consultation with IHPA, will define reasonable measures to avoid or minimize harm to the property; and CTA will implement these measures accordingly and resume work. This applies to not only aboveground resources but also any archaeological sites that may be discovered during the course of the project.

V. DISPUTE RESOLUTION

Should any signatory to this MOA object in writing at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA shall consult with such signatory to resolve any objection. If FTA determines that such objection cannot be resolved, FTA will

- A. Forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FTA will then proceed according to its final decision.
- B. If ACHP does not provide its advice regarding the dispute within the 30 day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them to the ACHP with a copy of such written response.

The responsibility of FTA and CTA to carry out all other actions under the terms of this MOA that are not the subject of the dispute shall remain unchanged.

VI. AMENDMENT

This MOA may be amended when such amendment is agreed to in writing by all signatories. The amendment will be effective on the date that a copy is signed.

VII. TERMINATION

This MOA will terminate in five (5) years or upon completion of its terms, whichever comes first. If FTA or CTA determines that the terms of this MOA will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VI above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, FTA or CTA may terminate the MOA upon written notification to the other signatories.

SIGNATORIES

FEDERAL TRANSIT ADMINISTRATION

Signature: _____

Date: _____

CHICAGO TRANSIT AUTHORITY

Signature: _____

Date: _____

ILLINOIS HISTORIC PRESERVATION AGENCY

Signature: _____

Date: _____

HISTORIC PRESERVATION DIVISION OF THE CITY OF CHICAGO'S DEPARTMENT OF PLANNING AND DEVELOPMENT

Signature: _____

Date: _____

Attachment A Area of Potential Effect



Attachment B
List of Section 106 Consulting Parties

The State Historic Preservation Office (SHPO) and one Tribal Historic Preservation Office (THPO) participated in the consultation process for the Project:

Illinois Historic Preservation Agency
ATTN: David Halpin
One Old State Capitol Plaza
Springfield, IL 62701

Miami Tribe of Oklahoma
ATTN: George Strack
202 S. Eight Tribes Trail
Miami, OK 74354

CTA invited a number of organizations to participate as part of the Section 106 process in July 2012. In addition to the SHPO and THPO mentioned above, the following is a list of those organizations that accepted the invitation to participate as a consulting party.

Chicago Historic Preservation Division
Department of Planning and Development
ATTN: Matt Crawford
121 N. LaSalle St., Room 1101
Chicago, IL 60602

Preservation Chicago
ATTN: Ward Miller
4410 N. Ravenswood
Chicago, IL 60640

Landmarks Illinois
ATTN: Lisa DiChiera
30 N. Michigan Avenue, Suite 2020
Chicago, 60602

Edgewater Historical Society & Museum
ATTN: LeRoy Blommaert
5358 N Ashland Ave
Chicago, IL 60640

Uptown Chicago Commission
ATTN: Cindi Anderson
937 West Lakeside Place
Chicago, IL 60640

Friends of the Parks
ATTN: Cassandra Francis
17 N State Street, Suite 1450
Chicago, IL 60602-3315

Uptown Historical Society
ATTN: Martin Tangora
4636 N Magnolia Ave
Chicago, IL 60640



4636 North Magnolia Avenue
Chicago, Illinois 60640

April 3, 2015

The Uptown Historical Society appreciates the spirit in which the CTA has approached the review processes for the Red Line modernization, and in particular the section from Lawrence to Bryn Mawr, the southern half of which lies in the Uptown community area.

Regarding historic resources in the impacted area, the Aragon Theatre is of primary importance. We do not understand why the new Lawrence station house is on the north side of Lawrence, where it may, and probably will, create obstructions for the Aragon's loading activity.

The first issue is why there is to be only one entrance at Lawrence. If and when plans come to fruition for the reopening of the Uptown Theatre, with its 4000 seats, the need for high-volume transit facilities will be very high at this station.

But if there is only one entrance, careful consideration should be given to locating it on the south side, where already there is the Riviera and a 12-story office building. In that case the north side would be an exit only and the new aerial structure might make it easier than it is now for the Aragon's service vehicles to use the alley.

Another set of historic resources in question is the collection of station houses, some of which are lost. We support the idea of designing all the new station houses (on both sides of the cross streets Lawrence, Argyle, and on to the north) in a Prairie School idiom similar to that seen on some of the historic station buildings. It goes without saying that existing historic fabric should be retained wherever possible.

Finally we are concerned with the fate of the retaining walls for the track structure, listed as contributing in the National Register nominations. The loss of these walls, especially between Lawrence and Leland Avenues, would have a pronounced impact on the appearance of the Uptown Square historic district. The impact on the largely low-scale residential area just east of the tracks would be considerable, and although this may seem to be more of an environmental issue – single-family residences being exposed to noisy, large-scale musical and other events on Broadway – we believe that removing the retaining wall here would have a very strong negative impact on the appearance of the heart of the district.

Photos of the retaining wall between Lawrence and Leland, and of the single-family houses on that block of Winthrop that would be exposed directly to the hubbub of the entertainment district, have been provided to the Uptown Chicago Commission and will be seen incorporated in Cindi Anderson's letter for the UCC under today's date.

We look forward to a continued cooperation between the CTA and its partners, and the community that depends so heavily on this rapid transit service, which everyone agrees is in need of repair and modernization.

At your service

THE UPTOWN HISTORICAL SOCIETY

(s)

Martin C. Tangora
Founding Vice President

**Uptown Chicago Commission
937 West Lakeside Place
Chicago, IL 60640**

April 3, 2015

Mr. Steve Hands
Senior Project Manager, Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661

Re: RPM Lawrence to Bryn Mawr Project – Section 106 Consulting

Dear Steve:

Thank you for the opportunity to meet with members of your project team and the other consulting parties to this project last week. I've shared the CTA's plans with our Board of Directors, as well as other stakeholders in the Uptown community.

Regarding the draft Memorandum of Agreement proposal, we feel strongly that there should be an element of community participation in the process of updating the National Register of Historic Places nominations. The original nominations were products of local community efforts and any updates should reflect that genesis. Because the three individual nominations span two neighborhoods, the requested community participants vary from one another:

- Uptown Square Historic District. Original participants included:
 - The President/CEO of Uptown United, Mimi Slogar, who is now succeeded by Sara Dinges
 - Martin Tangora
 - Doug Kaarre
 - Angela Slater
 - Jennifer Connor Hill
- West Argyle Street Historic District
 - Martin Tangora
 - Uptown United
 - Uptown Business Partners
 - The office of Alderman Harry Osterman
- Bryn Mawr Avenue Historic District
 - Edgewater Historical Society
 - The office of Alderman Harry Osterman

Please reach out to me should you need related contact information.

Regarding the Elevated Track Structure, we echo Preservation Chicago's statements that the embankments are important to the character of the area, particularly at street level, and should be considered a feature to be retained.

If, ultimately, portions of the new system are to be of an open truss design, we feel strongly that one particular section of track emulate the original retaining wall feature - the portion which spans south of Lawrence to Leland, as seen in the pictures below. This section represents a clear line of demarcation between the Uptown Square Historic District and the residential neighborhood to the immediate east.

Please refer to the images below, photographed by Martin Tangora:



Residences on Winthrop, between Lawrence and Leland

Regarding potential adverse impacts to the Aragon Ballroom, it is of utmost importance that loading dock access to this successful, continually-operating, historic music venue not be negatively impacted by the RPM, either in the short-term or the long-term. We have reviewed the meeting minutes excerpt you forwarded earlier this week; it appears an appropriate dialog has been opened with management of the Aragon. We expect the dialog to continue as the contractor selection process and proposed design review unfolds - and we will be attune to and supportive of any concerns expressed by the building's ownership.

So thank you again for allowing our community council to participate in planning for these major infrastructure improvements which are taking place in our beautiful, vibrant neighborhood.

With Kind Regards,

A handwritten signature in blue ink that reads "Cindi Anderson". The signature is written in a cursive, flowing style.

Cindi Anderson
Treasurer, Uptown Chicago Commission

Hands, Steve

From: LeRoy Blommaert <jlcochran1886@yahoo.com>
Sent: Friday, April 03, 2015 4:17 PM
To: Hands, Steve
Subject: Section 106 Consulting Process

Dear Mr. Hands:

I was not able to attend the last meeting due to a conflict.

The position of the Edgewater Historical Society's position remains the same as outlined in our letter of September 5, 2014. I would like to echo the concerns of some of the other consulting parties that the retaining wall is integral to fabric of the communities and should be retained.

Personally, I need to add that I was disappointed with the process; I fail to see how any of the concerns and suggestions made by the consulting parties were incorporated in the subsequent document.

Sincerely,

LeRoy Blommaert
for the Edgewater Historical Society

I will confine my comments to the first item for which a response was given. My comments are given below in bold

The need to remove the existing embankment is built on three primary factors: its age/condition, the original design limitations, and the wider footprint associated with the proposed improvements. Further clarification on each of these factors is provided below.

○ The earthen embankment is approximately 90 years old and significantly past its intended lifespan. The condition of the concrete walls is rapidly deteriorating. Existing drainage issues accelerate its deterioration. This deterioration is exacerbated because the embankment pre-dates the invention of air-entrainment in concrete, a process that helps concrete better survive the freeze-thaw cycles common in Chicago. Because of its condition, the existing embankment needs to be substantially rehabilitated or completely replaced to bring the system into a state of good repair.

Yes it is approximately 90 years, but I would dispute the assertion that it is “significantly past its intended lifespan.” When it was built was a specified lifespan given? I doubt it. It was built to last forever. It is important to note that the embankment was built to mainline railroad standards and by a railroad not by the CTA's predecessor transit organization. The railroad was the Chicago Milwaukee & St. Paul RR. By the time this elevation was completed railroads had perfected methods of track elevation. The elevation of these tracks represented the last in the efforts by railroads to elevate their tracks as required by Chicago City Council. Ordinances. The effort started in the 1890s. Of the many elevations within the city limits, none to my knowledge have been replaced, though a few have been torn down because they are no longer needed. Nor has there been any consideration given by their owners to replace them because they are “significantly past their intended lifespan.” A good example is the Burlington-Sante Fe mainline out of Chicago: not only does it carry Metra and Amtrak passenger trains, that place much more weight on the elevated structure than does CTA trains, but it carries a substantial number of freight trains—of many cars and substantial weight. There is no consideration of replacing the elevated structure.

A distinction must be made between the viaducts, the elevated structure between the viaducts, and the retaining wall. A number of viaducts need to be replaced (perhaps all). One option is to use the same technology that was used originally. All the parts were pre-fabricated and assembled on site; this could be done again, but perhaps it would be both cheaper and better to replace them with single span steel as was done along the Evanston section of the “L.” However, the fact that the viaducts need to be replaced does not mean that the rest of the structure needs to be replaced. Remember this was not done along the Evanston line. Nothing I have seen presented by CTA indicates that the support for the tracks is structurally unsound. Which brings us to the last element, the retaining wall. In parts (but only in parts), sections of the concrete have come off the wall. I submit that this is primarily a cosmetic problem, not a structural one, and that the retaining wall can be repaired. The wall is very thick even the top, and at the bottom the thickness is huge.

○ Modernization of the Red and Purple lines is anticipated to raise the elevation of the track structure about 3 to 5 feet compared to the existing configuration. This increase in height is required to raise the vertical clearance at cross streets to meet current state design standards for bridges. The current walls are not designed to accommodate the additional weight this increase in profile would introduce. Specifically, three to five feet of concrete and earth fill would add weight; the increase in bearing pressures on the existing footings cannot accommodate additional weight without settlement impacts to adjacent

buildings.

I would like to see the engineering studies that support the conclusion. But aside from that I dispute the allegation that “This increase in height is required to raise the vertical clearance at cross streets to meet current state design standards for bridges.” I noticed that you did not assert a state law or regulation. I suspect that the standards apply to new construction only and not to replacement. When CTA replaced the viaducts on the Evanston line, it did not raise the height of the entire line.

- The current earthen embankment is approximately 60 feet wide. To accommodate elevators and wider platforms, the proposed right-of-way needs to be expanded by 12 to 16 feet. The right-of-way expansion extends past the actual station platforms due to the need for curves that can accommodate trains traveling at the anticipated speed through the corridor. The end result would be a right-of-way expansion over a majority of the Lawrence to Bryn Mawr Modernization Project corridor. To continue to utilize the embankment and expand the right-of-way, all buildings within 12 to 16 feet west of the current alignment would need to be demolished. The embankment cannot be expanded into the alley, as is proposed for the Build Alternative, as it would require removal of all rear access to buildings to the east.

I don't quite understand this response, particularly the sentence: “To continue to utilize the embankment and expand the right-of-way, all buildings within 12 to 16 feet west of the current alignment would need to be demolished.” I don't see how keeping the majority of the retaining wall would require the demolition of “all buildings,” but building a new structure would not. If you expanding the right of way by 12 to 16 feet, you are doing so under both options.

I would add that you do not have to widen the right-of-way even to add elevators. Adding elevators can be done within the existing configuration, and at considerably less cost. I would even question the need to add elevators, although all things being equal it would be nice. There are elevators at Loyola and at Granville and there will be one at Wilson. Paralleling the “L” line within less than one block is the Broadway bus; to the east also paralleling the line on Sheridan Road, two short blocks away are two bus lines, the 151 and the 147. Those unable to climb the stairs can take the Broadway bus either north to Granville or south to Wilson to use an elevator, or else take the 151 to either Granville or Wilson. The CTA could re-program the fare system to allow a free transfer for those transferring at Loyola, Granville, and Wilson. A better option than reconfiguring the entire right-of-way is to add an elevator at Bryn Mawr or Berwyn, where only the tracks at one station would need to be configured.

Some general comments:

No one would question that if it was understood that Chicago taxpayers would be required to pay for the modernization, this plan would not even be submitted let alone considered. If anything, a plan would be proposed that would be much more modest in scale and more cost beneficial. Because Federal taxpayer money is involved, that money is viewed as free money or no money at all, and the sky is the limit. There is no need to be frugal and consider the cost of the benefit.

Today, there is growing interest in and support of “going green” and “sustainability.” This proposed plan is the contrary of that. It ignores the energy already expended in the infrastructure and fails to consider the additional energy that would have to be expended in demolishing the existing structure, hauling it away, and finding a place to put the remains and

then in addition the energy required to fabricate and install the replacement structure.

LeRoy Blommaert

**Friends
of the
Parks**

March 30, 2014

Mr. Steve Hands
Chicago Transit Authority
567 W. Lake Street, 10th Floor
Chicago, IL 60661

RE: Draft MOA Lawrence to Bryn Mawr Modernization

Dear Mr. Hands,

Friends of the Parks is pleased to participate on the Lawrence to Bryn Mawr Modernization Project Committee. As a city-wide park advocacy organization, our mission is to protect, preserve, improve and increase the use of parks and open spaces in Chicago.

Friends of the Parks has reviewed the draft Memorandum of Agreement and recommends that the *Construction Outreach and Coordination Plan* as set forth in Stipulation I.E3 include park access and open space preservation. Friends of the Parks is available to contribute input regarding Stipulation I.E3. Thank you for including Friends of the Parks in the review process we feel that this is a definite step in the right direction. We look forward to working with your organization in the future.

Thank you for your consideration of this request.

Sincerely,

Melanie Moore

Melanie Moore
Director of Policy

Friends of the Parks

Hands, Steve

From: Lisa DiChiera <DiChieraL@lpci.org>
Sent: Friday, April 03, 2015 1:52 PM
To: Hands, Steve
Cc: Marlise Fratinardo (fratinardo@gmail.com); Leibowitz, Rachel (Rachel.Leibowitz@illinois.gov); Halpin, David (David.Halpin@Illinois.gov); Crawford, Matt (Matt.Crawford@cityofchicago.org); Ward Miller (ward.miller61@gmail.com)
Subject: CTA - RPM Red-Purple Bypass Project Section 106 draft MOA consultation

Steve,

I am sorry I was unable to attend last week's meetings. I have read the minutes for both the Red-Purple Bypass Project and for the Lawrence to Bryn Mawr project. I have no comments on the Lawrence to Bryn Mawr project or the Section 106 process.

Regarding the Bypass project, our main concern remains a solution for the Vautravers Building. I was pleased to see a budget has been put in place that will hopefully accommodate a relocation. As the building is part of the Newport Avenue Landmark District, I agree it is critically important to find a way to retain it.

Thank you again for including Landmarks Illinois in the Section 106 process.

Lisa DiChiera
Director of Advocacy
Landmarks Illinois

30 N. Michigan Avenue, Suite 2020, Chicago, IL 60602
O: 312-922-1742 www.landmarks.org
Follow us on Facebook

*Join Landmarks Illinois today at www.Landmarks.org.
Memberships begin at \$35.*

Hands, Steve

From: Hands, Steve
Sent: Friday, April 03, 2015 10:48 AM
To: 'Ward Miller'
Cc: 'Mark.Assam@dot.gov'; 'Terence Plaskon (Terence.Plaskon@dot.gov)'; 'anthony.greep@dot.gov'; 'reginald.arkell@dot.gov'; 'Sheila.Clements@dot.gov'; 'Halpin, David (David.Halpin@Illinois.gov)'; 'Rachel.Leibowitz@Illinois.gov Leibowitz'; 'Matt Crawford'; 'eleanor.gorski@cityofchicago.org (Eleanor.Gorski@cityofchicago.org)'; 'ERuggiero@preservationchicago.org preservationchicago.org'; 'Lisa DiChiera (DiChieraL@lpci.org)'; 'jlcochran1886@yahoo.com'; 'cindi_anderson@sbcglobal.net'; 'Cassandra J. Francis (francisc@FOTP.ORG)'; 'tangora@uic.edu'; 'George Strack (gstrack@miamination.com)'; McLaughlin, Michael; Morey, Carole; Fratinardo, Marlise; Mooney, Leah Dawson; Gismondi, Donald; Booth, Michael (JCBS); Palmer, Jenifer (CWC); 'Palmer, Jenifer S. (palmerjs@cdmsmith.com) (palmerjs@cdmsmith.com)'; 'Claudia Lea'; 'sbojan@wightco.com'; 'Thompson, Rebecca (thompsonrd@cdmsmith.com)'; 'Ball, Robert W (ballrw@cdmsmith.com)'; Williams, Thomas (WA); Simpson, Dean (CTP); 'Melanie Moore (moorem@FOTP.ORG)'; Mosher, Suzanne (CTP); Ganzel, Cynthia (CTP); 'Paula Pienton (paula.pienton@tylin.com) (paula.pienton@tylin.com)'; 'michael.booth@jacobs.com'; 'Scott Utter'; 'Kaitlin Streyle'; 'Chris Wilson'; Rogulich, Lee
Subject: RE: CTA - RPM Lawrence to Bryn Mawr Project Section 106 draft MOA consultation

Ward Miller,

Thank you for your comments. We will review, compile, and provide a responses to each comment received from you and all other Lawrence to Bryn Mawr Modernization Project Section 106 consulting parties.

As always, please let me know if you have any questions about this process. Thank you again for your participation.

Best,
Steve

Steve Hands
Chicago Transit Authority
Senior Project Manager - Planning
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

Preliminary Draft - for discussion purposes only: This email may contain material that is confidential and privileged for the sole use of the intended recipient. Any review, reliance or distribution by others or forwarding without express permission is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.

From: Ward Miller [mailto:wmiller@preservationchicago.org]
Sent: Thursday, April 02, 2015 6:12 PM
To: Hands, Steve
Cc: Mark.Assam@dot.gov; Terence Plaskon (Terence.Plaskon@dot.gov); anthony.greep@dot.gov; reginald.arkell@dot.gov; Sheila.Clements@dot.gov; Halpin, David (David.Halpin@Illinois.gov); Rachel.Leibowitz@Illinois.gov Leibowitz; Matt Crawford; eleanor.gorski@cityofchicago.org (Eleanor.Gorski@cityofchicago.org); ERuggiero@preservationchicago.org preservationchicago.org; Lisa DiChiera (DiChieraL@lpci.org); jlcochran1886@yahoo.com; cindi_anderson@sbcglobal.net; Cassandra J. Francis (francisc@FOTP.ORG); tangora@uic.edu; George Strack (gstrack@miamination.com); McLaughlin, Michael; Morey, Carole; Fratinardo, Marlise; Mooney, Leah Dawson; Gismondi, Donald; Booth, Michael (JCBS); Palmer, Jenifer (CWC); Palmer, Jenifer S. (palmerjs@cdmsmith.com) (palmerjs@cdmsmith.com); Claudia Lea; sbojan@wightco.com; Thompson, Rebecca (thompsonrd@cdmsmith.com); Ball, Robert W (ballrw@cdmsmith.com); Williams, Thomas (WA); Simpson, Dean (CTP); Melanie Moore (moorem@FOTP.ORG); Mosher, Suzanne (CTP); Ganzel, Cynthia (CTP); Paula Pienton

(paula.pienton@tylin.com) (paula.pienton@tylin.com); michael.booth@jacobs.com; Scott Utter; Kaitlin Streyle; Chris Wilson; Rogulich, Lee

Subject: Re: CTA - RPM Lawrence to Bryn Mawr Project Section 106 draft MOA consultation

Dear Steve Hands,

Preservation Chicago has reviewed the submitted meeting notes and comments for the 106 Hearings and the Draft MOA. The notations accurately reflect our comments and opinions stated in the hearing.

We would again like to express our opinion that historic features of the actual train station entires at the ground entry level of each station (with the exception of Lawrence, which was demolished), in addition to the storefronts be retained in situ with historic components preserved during this rebuilding and construction process.

In addition, the embankments should also be considered a feature which should be retained, even if this element is repaired or reconstructed as necessary.

Thank you for including Preservation Chicago in this 106 Hearing Process.

Sincerely,

Ward Miller

--

Ward Miller, Executive Director

[Preservation Chicago](#)

4410 N. Ravenswood Ave.

Chicago, Illinois 60640

c: 773.398.6432

o: 773.334.8800

wmiller@preservationchicago.org

On Apr 2, 2015, at 8:51 AM, "Hands, Steve" <SHands@transitchicago.com> wrote:

Dear Section 106 Consulting Parties,

Please find the draft meeting notes from last week's Lawrence to Bryn Mawr Modernization Project Draft Memorandum of Agreement consultation attached. As a reminder, comments on the draft MOA are requested by tomorrow, **Friday April 3, 2015**.

As a follow up to our meeting, there was a request for a summary of the meeting the Preliminary Engineering Consultant had with a representative of the Aragon Theater on loading and access requirements. This summary is provided below.

As always, please let me know if you have any questions about this process.

Best,
Steve

Meeting Topic: Preliminary Engineering for Red Purple Modernization Project Phase I

Aragon Project Coordination and Alley Access Review

Date: November 10, 2014

Location: Aragon Entertainment Center – 1106. W Lawrence Avenue

Attendees: Dan Drew – TY LIN / Chief Civil Engineer
Jeff Wilson – CTA Government Community Relations / Senior Manager
April Manlapaz – Chicago Transit Partners / Planning Oversight
Alexander Jorge – Aragon / Senior Events Manager

Meeting Summary -

The following notes are those related to Aragon's loading access at the alley east of the Lawrence station:

TYLI provided a project overview and status of the RPM Phase I project including a general explanation of improvements anticipated along the Aragon alley frontage.

Aragon noted they use the alley for loading and unloading equipment for events. A wide range of truck types are used from box trucks to full semi-trailers. The existing vertical clearance at Lawrence does not allow for direct access from the west. Trucks are routed from the south and typically back into the alley. Horizontal clearance to the existing embankment wall limits how far the trucks can back into the alley due to the proximity of the existing fire escape that encroaches into the alley. The equipment is transferred in the alley to an 8'x8' square platform that is raised to the second floor overhead door with a forklift.

Aragon noted the two existing conditions that limit their accessibility are 1) the vertical clearance at Lawrence for truck routing and 2) the space available between the fire escape and the existing embankment wall.

TYLI explained that while the new structure would be constructed partially over the alley, it would be a minimum of 14'-6" vertically clear which will allow full vertical accessibility of all trucks. TYLI further stated that the vertical clearance at Lawrence was to be improved to a minimum of 14'-9" which will allow for a more direct route to the Aragon.

TYLI explained that the current working structure alignment would maintain about a 9' horizontal clear distance from the edge of structure to the face of building. This will allow for the 8'x8' platform to be raised adjacent to the new structure without impact.

TYLI indicated that the complete embankment wall removal is being considered at this location for the Lawrence station and the resulting column lines could create additional horizontal distance from the building face that would increase maneuverability of the loading/unloading operations. The embankment wall analysis is ongoing.

In general the potential for increasing the alley accessibility for deliveries outweighed any concern accessing the 2nd floor loading dock provided a minimum of 9' clear was maintained from the existing building face.

CTA and TYLI stated that the Aragon will be kept informed as the design is developed and will coordinate more closely ahead of construction activities.

Steve Hands

Chicago Transit Authority
Senior Project Manager - Planning
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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-----Original Appointment-----

From: Hands, Steve

Sent: Wednesday, March 04, 2015 11:28 AM

To: Hands, Steve; Mark.Assam@dot.gov; Terence Plaskon

(Terence.Plaskon@dot.gov); anthony.greep@dot.gov; reginald.arkell@dot.gov; Sheila.Clements@dot.gov; Halpin, David

(David.Halpin@Illinois.gov); 'Rachel.Leibowitz@Illinois.gov'; Crawford, Matt
(Matt.Crawford@cityofchicago.org); eleanor.gorski@cityofchicago.org; 'wmiller@preservationchicago.org'
(wmiller@preservationchicago.org); ERuggiero@preservationchicago.org; Lisa DiChiera
(DiChieraL@lpci.org); jlcochran1886@yahoo.com; cindi_anderson@sbcglobal.net; Cassandra J. Francis
(francisc@FOTP.ORG); tangora@uic.edu; George Strack (gstrack@miamination.com); McLaughlin, Michael; Morey,
Carole; Fratinardo, Marlise; Mooney, Leah Dawson; Gismondi, Donald; Booth, Michael (JCBS); Palmer, Jenifer (CWC);
Palmer, Jenifer S. (palmerjs@cdmsmith.com) (palmerjs@cdmsmith.com); Lea, Claudia; sbojan@wightco.com; Thompson,
Rebecca (thompsonrd@cdmsmith.com); Ball, Robert W (ballrw@cdmsmith.com); Williams, Thomas (WA); Simpson, Dean
(CTP); Melanie Moore (moorem@FOTP.ORG)
Cc: Mosher, Suzanne (CTP); Ganzel, Cynthia (CTP); 'Paula Pienton' (paula.pienton@tylin.com)
(paula.pienton@tylin.com); 'michael.booth@jacobs.com'; 'Scott Utter'; 'Kaitlin Streyle'; Chris Wilson; Rogulich, Lee
Subject: CTA - RPM Lawrence to Bryn Mawr Project Section 106 draft MOA consultation
When: Tuesday, March 24, 2015 11:00 AM-1:00 PM (UTC-06:00) Central Time (US & Canada).
Where: CTA Headquarters (567 West Lake Street in Chicago, 2nd Floor Board Room)

Dear Section 106 Consulting Parties,

You are invited to attend the next Section 106 consultation meeting on the Lawrence to Bryn Mawr Modernization Project, part of the Red and Purple Modernization (RPM) program. During this meeting we will discuss the proposed Memorandum of Agreement (MOA) for the Lawrence to Bryn Mawr Modernization Project.

The meeting will take place at **11:00 am on Tuesday, March 24, 2015** at CTA Headquarters (*567 West Lake Street in Chicago, 2nd Floor Board Room*).

A mailed packet including the Draft MOA was sent to you on Monday, March 2nd. Comments on the Draft MOA provisions are requested by April 3, 2015.

When replying to this email, please let me know if you will be able to attend the meeting so that we can plan handouts and copies of materials as needed. We are requesting your **RSVP no later than March 23, 2015** (1 day prior to the meeting.) A call-in option can also be offered for those who are unable to attend in person; please let me know if you would prefer to call in remotely. Please note that an email will be sent in addition to this calendar request for individuals whose email system cannot process the calendar request format.

Thank you for your continued participation as we work through this important project. We look forward to seeing everyone later this month.

Best,
Steve

Steve Hands
Chicago Transit Authority
Senior Project Manager - Planning
T: 312.681.4169 | F: 312.681.4195 | E: shands@transitchicago.com

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<2015-03-24 MM_CWC_RPM LBMM 106 MOA Mtg Notes DRAFT for Review.pdf>

Appendix D

Prehistoric Context

Archaeological Resources

This chapter presents an overview of the prehistoric development of the area and overview of archaeological discoveries in the vicinity. Three prehistoric Native American sites are recorded within 2 miles of the RPM Project area; no known sites fall within the project footprint or the APE itself. Although the landscape through which the transit lines pass is urban, additional archaeological sites may remain undiscovered within protected locations such as parks, gardens, and under the sloped earthen and walled earthen embankments that support the transit lines

The location of archaeological sites is protected in order to avoid vandalism or theft; therefore no figures depicting the locations of archeological sites are included in documents in the general public domain.

1.1 Prehistoric Context

This section contains a brief description of the natural landscape features that influenced the prehistoric development of the area, followed by a description of the prehistoric context for the Paleoindian, Archaic, Woodland, Mississippian, and Historic Periods.

Although people probably entered North America from Asia at least 20,000 years ago, solid evidence for their presence in the Midwest before 10,000 B.C. is elusive. From the time of the initial arrival until the arrival of the Europeans in the seventeenth century, the archaeological record shows evidence for continuous population growth and changing social adaptations to new developments in both the natural and cultural landscape.

The following description of the cultural landscape within northeastern Illinois will serve as a framework for assessing the significance of the archaeological remains within the APE. The recorded sites represent only a small percentage of the prehistoric cultural resources within the Chicago Area as significant numbers of sites have been destroyed by urban development or were found by amateur archaeologists or relic collectors but have not been reported. Other sites may remain undiscovered on unsurveyed land.

1.1.1 Natural Landscape

The RPM Project area is wholly contained within the exceptionally flat, crescent-shaped Chicago Lake Plain. The 45-mile by up to 15-mile plain occupies the exposed floor of glacial Lake Chicago (Willman 1971:63-65; Kolata and Nimz 2010:405-410). Relief within the lake plain varies only 10 feet above the former lake floor where sand spits, dunes, and beaches formed near the shoreline during one of three high water stages of Lake Chicago (water levels at 600–620 feet)—Glenwood Stage, Calumet Stage, and Tolleston Stage (Bretz 1939: 108-109, Plate 1). The RPM Project area crosses the sandy beach deposits associated with the Calumet Stage (Rose Hill Spit) and the Tolleston Stage (Graceland Spit and smaller, unnamed spits near the lakeshore between Belmont and Dempster).

Low water stages, such as when glacial Lake Chippewa (water level at 230 feet) filled only the deepest part of the Lake Michigan basin, also occurred. These stages occurred during particular glacial dynamics related to advances and retreats when ice position, isostatic rebound, and/or landform depression led to shifting water levels and drainage patterns (Bretz 1939, Willman 1971:58).

Philip C. Hanson (1981), then with the Field Museum of Natural History, used the General Land Office survey notes and plats to reconstruct pre-settlement vegetation within the Chicago Lake Plain. Hanson's analysis (1981:160) identified nine plant communities within the lake plain, with oak savanna and prairie vegetation along the RPM corridor—"similar to that currently along the Lake Michigan Beach at Waukegan in the Illinois Beach State Park" (Hanson 1981:163). John Dean Caton presented a vivid description of Chicago during the period 1833–1834 in his remarks to members of the Calumet Club assembled on May 27, 1879 (Pratt 1935). Judge Caton (1812–1894) of Monroe, New York had arrived in the nascent village of Chicago with his brother William on June 19, 1833, at a time prior to extensive modifications to the landscape.

"There along Michigan Avenue...innumerable sand hills rising to a considerable height, overrun by the wild juniper loaded with its fragrant berries at the feet of which stretched away to the southeast the soft, smooth beach of firm, glistening sand...along the beach north of the river where also the drifting sand has been piled by the shifting winds into a thousand hills stretching farther back from the waters than on the south" (Pratt 1935:13–14).

Subsequent human modifications of the shoreline, comprising sand primarily, extended the shoreline as much as 0.75 mile toward the lake and include the sections of the shore from Belmont Avenue north to just past Bryn Mawr (Kolata and Nimz 2010: 412, Willman 1971:51).

Prior to the reversal of the Chicago River in 1900, surface water drained downslope to the Chicago River and Lake Michigan. Today, the Sanitary and Ship Canal directs the waters of the Chicago River to the Illinois River and into the Gulf of Mexico rather than to the Atlantic Ocean (as previously).

1.1.2 Paleoindian Period (10,000 to 8,000 B.C.)

During the Paleoindian Period, populations across the Midwest were highly mobile bands of hunters and gatherers occupying large territories. The Paleoindians hunted a variety of mammals including the now extinct mammoth and mastodon, elk, and deer, and gathered locally available plants. The stone tools most often associated with this period, fluted projectile points and knives, are occasionally recovered as isolated finds in upland areas and along the margins of large river valleys and ancient lake beds. Many archaeological sites in the Upper Illinois drainage dating to the Paleoindian Period have been either destroyed by erosional processes or buried by natural deposition.

Very little is known regarding the actual distribution, subsistence pattern, and social organization of the Paleoindians. Within recent years three sites dating to this period or a late Paleoindian/Early Archaic transitional period have been investigated in the Upper Illinois drainage. Fluted points and preforms, along with other tools diagnostic of early Paleoindian

technology, have been recovered from Hawk's Nest (11-L-344) during archaeological investigations (Loebel et al. 2000). The Gainey Phase Hawk's Nest site in Lake County is one of the few extensively studied Early Paleoindian sites in Illinois. Repeated surface collections and limited excavations at the 11,000-year-old site have yielded close to 200 chipped stone tools, including fluted point preforms, end and sidescrapers, and gravers along with manufacturing debris from raw materials obtained up to 350 miles away. The size of the assemblage and its distinctive content suggest a place that was being repeatedly used as a transient camp during extended hunting forays (perhaps seasonal) within the Upper Illinois and Lake Michigan basins (Amick et al. 2000).

The multi-component Garrison Site (11-L-337), situated on Lake Border Moraine till along a linear slough now carrying the North Branch of the Chicago River, contains an ephemeral late Paleoindian component that has not been disturbed by plowing. MARS, Inc. conducted Phase II testing and Phase III data recovery at Garrison over three field seasons (Lurie et al 1993, Demel 2000). Floral and faunal analyses suggest a late summer through fall and possibly winter occupation of the site with a focus on plant and/or nut processing (Demel 2000:403).

Archaeologists from Northwestern University recovered late Paleoindian/Early Archaic diagnostic lithics during Phase II investigations at 11-Wi-241 (Plenemuk Mound). Plenemuk Mound is a 5.6-acre multi-component site with a buried Archaic component and an Upper Mississippian component, including a probable Langford Tradition Upper Mississippian burial mound (estimated at about 3 feet high and 50 feet in diameter) associated with the 11-Wi-280 habitation site to the east (Bird 1997:321). The scatter of artifacts along a high terrace (valley train remnant) above the Kankakee River is most likely associated with a seasonally occupied late Paleoindian/Early Archaic base camp (Doershuk 1988:143). Late prehistoric people affected the site during the erection of a burial mound.

Recent research into the poorly defined Chesrow Complex of far southeastern Wisconsin, distributed near the headwaters of the Upper Illinois drainage, has uncovered important information bearing on mammoth and mastodon exploitation (Overstreet 1993). Although radiocarbon dates from bone collagen and preserved spruce suggest that the megafauna were exploited by Paleoindians, no temporally diagnostic tools have been recovered in association with the remains and the taphonomic integrity of some sites is questioned (Mason 1997:97).

Sites within the Chicago area dating to the Paleoindian Period are rare, although individual tools are more common. Site 11-Ck-920, situated about 0.25 mile northwest of the Linden station is a chert quarry site, but no diagnostic artifacts have been recovered.

1.1.3 Archaic Period (8,000 to 1,500 B.C.)

The long Archaic Period was a time of transition in the Midwest. After the final retreat of the glaciers, subsistence pursuits adjusted to the changing natural environment as deciduous forests replaced coniferous forests and as the prairie expanded to the east. Human population densities gradually increased, mobility decreased, resource exploitation and technology became more diverse and localized, and social organization became more complex.

During the Archaic Period, hunting began to focus on deer as the primary source of meat. A variety of smaller animals and fish were also collected with increased emphasis on aquatic resources throughout the period. Plant foods, including tubers, nuts and seeds, became increasingly important subsistence items. Some native plants, such as goosefoot, sumpweed, and possibly native squash or gourd, may have been domesticated during the latter part of the Archaic. Domesticated dog has been identified at archaeological sites in the Midwestern United States.

New tool types were developed including new forms of spear or projectile points, the chipped stone adze, ground stone tools, copper tools, stone mortars for processing plants, and ornaments from bone, shell, and copper. The first cemeteries in Illinois appear during the Middle Archaic and late in this period, graves were occasionally covered with low mounds of earth. Toward the end of the Archaic Period, groups had established particular territories within which settlements were shifted to exploit the seasonally available natural resources. Networks for the exchange of resources within and between regions also developed toward the end of the Archaic.

Although there are many archaeological sites that date within the long Archaic Period, few have been extensively excavated in the Upper Illinois drainage. Until recently, very little was known about the nature of subsistence practices, social organization, or the processes of cultural change and stability during the Archaic (Lurie et al. 2009). Demel (2000:482) posits that sites affiliated with Early Archaic and early Middle Archaic periods have been inundated under the waters of Lake Michigan. Groups taking advantage of coastal resources would have established extraction camps and villages along the now inundated shoreline of glacial Lake Chippewa.

McGraw Farm (11-L-386) mortuary and habitation site, located on a prominent glacial kame overlooking the Fox River, was mitigated in 1996 (Porubcan et al. 1998). Formal burial features on the site were grouped into two sets with Middle to late Middle Archaic burials (dated 3,630 to 3,350 B.C.) densely concentrated near the ridge crest. Multiple mortuary treatments, including primary inhumation, cremation, and bundle reburial, were represented and no selection of treatment type based upon age and/or sex was apparent. Non-burial features contained moderate amounts of lithic debris, tool fragments, and carbonized plant and animal remains.

In 2001 and 2002, MARS, Inc. tested and mitigated the Chen site (11-Wi-2514), an unplowed Late Archaic Period campsite located on a northwest-facing bluff slope above the DuPage River (Lurie, et al. 2002). The excavations yielded over 2,700 artifacts including two Late Archaic Period projectile points/knives; geomorphological investigations confirmed the undisturbed nature of the deposits. Site location and analysis of chipped stone tools and debris suggest that the Chen site probably functioned as a spring, summer, or fall habitation where general activities linked to resource extraction from the nearby DuPage River floodplain and upland margin areas were conducted. Substantial amounts of lithic debris indicate that tool manufacture and maintenance were some of the frequent activities conducted on site.

A calibrated radiocarbon assay of 3,363 B.C. dates nutshell recovered in association with a Matanzas point in feature context at the Garrison site. Demel (2000:479) suggests that the site

was most densely occupied during the Early Archaic and the late Middle Archaic/early Late Woodland as a residential camp where plant processing was an important activity.

Site 11-Ck-151, submerged just offshore from Pratt Boulevard Park about 0.5 mile east of the RPM corridor, may date to the Archaic or Early Woodland Period according to the Illinois archaeological site files.

1.1.4 Woodland Period (1,500 B.C. to A.D. 1,000)

The onset of the Woodland Period is traditionally marked by the introduction of pottery technology. However, in the southern Midwest, pottery was manufactured as early as 2,500 B.C., well within the Late Archaic. Late Archaic/Early Woodland pottery, such as Black Sand and Marion, tends to be thick and porous, with fiber or coarse grit temper. The ceramics have been noted in collections made at Bowmanville (11-Ck-38), Fisher (11-Wi-5), and Knoll Spring (11-Ck-19). Bowmanville (11-Ck-38), on the Rosehill Spit within the Chicago Lake Plain, has both Marion and Black Sand ceramics noted in the Philip C. Shupp Collection (Fenner 1961:37). Gillette (1949:64) notes that Marion Thick sherds and Adena points have been found at Fisher (Southeast Mound, Crematory basin - Feature 18). Slaymaker and Slaymaker (1971:192) report “typical” Early Woodland pottery from surface collections at Knoll Spring (11-Ck-19) on Calumet Stage beach deposits overlooking the Sag Valley. The available information suggests, therefore, that both Black Sand and Marion ceramics have been recovered within Early Woodland Period sites in the Upper Illinois drainage.

Early Woodland patterns of settlement, subsistence, and social organization were probably not very different from those of the Late Archaic. Hunting and fishing remained focal subsistence activities. While nuts continued to be an important food item, seeds played an increasingly important role, although plant cultivation did not account for the bulk of subsistence calories. Sunflower may have been added to the list of domesticated plants at this time. Data from the Lower Illinois Valley and the Mississippi River in Illinois suggest that Early Woodland groups focused on river bottom resources during at least part of the year. Early Woodland sites are identified by the occurrence of the first pottery vessels and by particular forms of projectile points and other stone tools and the construction of substantial earthen burial mounds.

Griffin, Flanders, and Titterton (1970:4) proposed a phase alignment for archaeological sites in the Upper Illinois River Valley that places the Peterson Phase within the Early Woodland Period terminating circa 200 B.C. and graphed as contemporaneous with Red Ochre in the Middle Illinois River Valley: “In the northern Illinois Valley no coherent complex has been recognized...the term Peterson Phase can be applied to an early expression of the Early Woodland complex for the area around the southern end of Lake Michigan” (Griffin et al. 1970:6 after Faulkner 1960:43-44). Evidence for the Peterson Phase is based on a small number of sites situated within the sand ridges of north-central Indiana (specifically Marshall, Pulaski, and Fulton counties) discussed briefly by Faulkner (1960:35-49). The phase is named in honor of George Peterson, who made the 1938 discovery of a skeleton with 320+ cache blades of Harrison County chert and rolled copper beads while cultivating a sandy knoll in Tippecanoe Township, Pulaski County, Indiana. The Red Ochre burial complex (i.e., Peterson Phase along the southern end of

Lake Michigan) is now widely recognized to fall mainly within the Early Woodland Period, although ceramics are absent in the complex (Brown 1986:605).

During the Middle Woodland Period, settlements in the Midwest tended to concentrate along broad river valleys. Burials were placed in mounds on nearby bluffs, possibly serving as territorial markers. Sites were occupied for longer periods of time during the year and by greater numbers of people than in preceding periods. Subsistence activities focused on harvesting the abundant seed plants of the floodplain as well as raising some native domesticates. Deer, fish, and a variety of small mammals and birds were also important food resources.

The best-known data on Middle Woodland come from the region of the Ohio, Mississippi, and Illinois Rivers in Ohio and Illinois. Along the lower Illinois River, Middle Woodland settlement systems consisted of a number of functionally differentiated site types including regional centers, base camps, small seasonal camps, and mortuary sites. Exotic and stylized artifacts called Hopewell have been found in both mortuary and habitation contexts throughout the Midwest during the period and suggest a widespread social and economic network. Some arms of the network stretched as far west as the Rocky Mountains, north to Lake Superior, south to the Gulf of Mexico, and east to the southern Appalachians. Middle Woodland can be recognized by diagnostic pottery vessel decoration, projectile point types, exotic artifacts, large burial mounds, complexes of earthworks and other remains. The Rosehill Cemetery site (11-Ck-37) includes Middle Woodland artifacts within the Philip C. Shupp Collection. The site is on the same landform (Rose Hill Spit) as the multi-component Bowmanville site (11-Ck-38). Weaver ceramics in association with Steuben points, diagnostic of the transition from Middle Woodland to Late Woodland, have been recovered from two radiocarbon-dated sites in the Upper Illinois drainage (11-Wi-684 and 11-Mh-125) excavated by Kullen (1995) and Lurie and Johnson (1996), respectively. The sites are confidently placed within the Steuben Phase (circa A.D. 200 to 419) as defined by Wolfarth (1995) for the Upper Illinois Locality.

During the late Middle Woodland and early Late Woodland, the trade of long distance materials came to an end. Mortuary activities became less complex, and settlement patterns changed. There appears to have been a radical reorganization of social and economic systems in the Midwest, the impetus for which is currently unclear. Throughout the region, Late Woodland appears to have been a period of population growth and expansion with settlements no longer restricted to broad alluvial river valleys. Late Woodland sites are found in a variety of topographic settings, sometimes in the same locations as earlier Archaic sites. The hierarchy of sites present during the Middle Woodland disappeared and Late Woodland settlement systems apparently consisted of small seasonal villages and associated support camps.

Although subsistence continued to be based on hunting, fishing, and the gathering of plants, corn horticulture began to be increasingly important in the economy. The quantity and diversity of seeds recovered from Late Woodland period sites indicate extensive use of this resource in the subsistence strategy.

Burials continued to be placed in mounds. Some Late Woodland mounds were constructed in the form of animal effigies in southern Wisconsin and northern Illinois. Late Woodland sites can be

recognized by the presence of thin-walled, harder, grit-tempered ceramics and new projectile point types, including arrow points. The Late Woodland Period local pattern may be suggested through examination and integration of information encompassing the recent investigations at Hurd (11-L-71) and McGraw Farm (11-L-386), 0.6 mile northeast of Hurd (Bird 1998, Porubcan et al. 1998). Hurd and McGraw are temporally and culturally related sites, perhaps task-specific sites within the Late Woodland seasonal round, one a fall hunting-harvesting encampment, the other a mortuary facility. Flint Creek separates the encampment from the mortuary site. Three Late Woodland burial features have been identified at McGraw comprising a minimum burial population of ten individuals. Temporal affiliation was determined utilizing radiocarbon assays, diagnostic artifacts in association with inhumations, and similarity of burial treatment program. Dr. Anne Grauer's analysis suggests that the Late Woodland burials appear to be primary interments although the disposition of some of the flexed burials may be indicative of postmortem processing. The low incidence of infection and anemia compared to contemporaneous burial populations in west-central and southern Illinois suggests to Grauer that the McGraw Late Woodland population was not sedentary. However, equivalent rates of dental caries suggest that the McGraw population had a similar diet, high in carbohydrates and probably related to the consumption of corn.

Calibrated radiocarbon assays from Hurd and McGraw suggest that Hurd is somewhat later than McGraw. Hurd calibrated dates range from A.D. 1180 to 1280 while calibrated dates at McGraw range from A.D. 970 to 1195. Ceramics recovered from two of the features relate the occupation to people who used Starved Rock Collared jars within the territorial region encompassing the Upper Illinois River system and the Middle Rock River. The occupants grew corn and gathered resources from the uplands and floodplain at the confluence of Flint Creek and the Fox River.

Late Woodland cultures previously defined within the region include the Des Plaines Complex of the Woodfordian Northeast (Gillette 1949, Douglas 1976:15, Emerson and Titlebaum 2000). Starved Rock and Aztalan Collared vessels are commonly found within sites south of the coniferous/deciduous tension zone in Wisconsin, encompassing mixed prairie-oak-hickory woodland and the Prairie Peninsula. Hurley (1975), Fowler and Hall (1978:560), Benn (1979), Hall (1987:66-68), Salkin (1987, 1993), Goldstein (1991:224), Richards (1992:418), Bird (1997), Emerson and Titlebaum (2010), and Kelly (2002) have presented schemes to account for the relationship among various Late Woodland groups within the Midwest. Most researchers agree that the collared wares appear circa 900 to 1000, disappear circa 1100 or 1200, and are replaced by Upper Mississippian ceramics in the region. On the basis of morphological attributes and paste recipes, Aztalan Collared, Starved Rock Collared, and Upper Mississippian Langford Corded are indistinguishable without rim segments.

1.1.5 Mississippian Period (A.D. 1000 to A.D. 1600)

Mississippian subsistence was characterized by an increasing reliance on cultivated plants, particularly maize and squash. Beans enter the archaeological record for the first time in the Midwest late in the period. Deer was the most important faunal resource, although migratory waterfowl, elk, bison, fish, and raccoon also made varying contributions to the protein intake.

Two types of Mississippian occupations have been identified in Illinois: Middle Mississippian and Upper Mississippian. Middle Mississippian sites tend to occur along the rivers with wide, fertile floodplains and reliance on cultivated plants appears to have been substantial. Upper Mississippian sites, on the other hand, tend to occur along rivers extending into the Prairie Peninsula, where reliance on cultivation may have been less intense than for Middle Mississippian populations.

Middle Mississippian peoples achieved the greatest level of cultural complexity in the prehistory of the United States. The river valleys were densely occupied and the settlement systems included permanent towns surrounded by smaller villages and farmsteads. In the St. Louis area this Mississippian development may have reached urban proportions. Exchange networks and new systems of political control extended throughout much of the eastern United States. Middle Mississippian sites can be recognized by diagnostic substructure mounds, house forms, pottery styles, and stone hoes. Although major Middle Mississippian sites exist along the middle and lower segments of the Illinois River Valley, there is little evidence for Middle Mississippian occupation within the Upper Illinois River basin.

Upper Mississippian peoples were probably more dispersed across the landscape than the Middle Mississippian peoples and apparently lived in smaller villages and farmsteads. In northeastern Illinois, Upper Mississippian occupations known as Fisher/Oneota and Langford can be recognized primarily by their distinctive ceramics and are well documented. The Sanctuary Golf Course in New Lenox, Will County, Illinois near the confluence of Marley and Hickory Creeks contains the remnants of a number of archaeological sites including 11-Wi-654, a 7.0-acre single component Langford Tradition habitation (circa A.D. 1110 through 1426) and 11-Wi-213, an 18.5-acre multi-component habitation (circa A.D. 1165 through 1644). The analysis of ceramics from these sites focused on separation of site components, definition of temporal trends, and examination of regional interaction (Bird 1997). In the process of analysis, temporal, spatial, and social trends involving late prehistoric and proto-historic group interaction at the head of Lake Michigan were illuminated (Bird 1999, 2010).

None of the three sites recorded near the RPM Project area contain artifacts diagnostic of the Mississippian or Proto-Historic periods (1600-1673).

1.1.6 Historic Period (1673 to Present)

Historic Indian tribes known to have inhabited northeastern Illinois during this time include Fox (Mesquakie), Kickapoo, Mascouten, Menominee, Miami, Ojibwa (Chippewa), Ottawa (Odawa), Potawatomi, Winnebago (Ho-Chunk), and Sauk (Tanner 1987:93, 98, 106, 140). The Potawatomi were firmly established in the vicinity when the settlers arrived following the Black Hawk War of 1832. Portage points and river junctures along the waterways were important locations for Native American encampments and villages, and Euro-American trading posts, towns, and forts. Sources of information include accounts of traders, missionaries, Indian agents, surveyors, military personnel, travelers, and settlers as well as the insights gained from archaeological investigations. The early history of Chicago has been summarized by others (e.g., Miller 1997, Davis 1998, Mayer and Wade 1969) and is not repeated here.

1.2 Archaeological Sites in Project Vicinity

Based on collections of artifacts made by amateur archaeologists Philip C. Schupp, Martin E. Kaz, and Ed Lace, three prehistoric Native American sites (11-Ck-37, 11-Ck-151, and 11-Ck-920) are recorded near the RPM Project area. Site 11-Ck-37 is 1.5 miles west of the track structure in Rosehill Cemetery, site 11-Ck-151 is 0.5 mile east of the tracks in Pratt Boulevard Park, and site 11-Ck-920 is 0.25 mile northwest of Linden station. No known sites fall within the project footprint or the APE itself.

Elaine Bluhm, then with the University of Illinois, recorded site 11-Ck-37 in 1957 based on her examination of the collection of artifacts from Bowmanville in the possession of Philip C. Schupp, Jr. of Chicago (Fenner 1961:37). The State site files identify the site as a Middle Woodland Period camp within the southwest corner of Rosehill Cemetery on the Rose Hill Spit. At the turn of the century, Albert F. Scharf (1847–1930), a German-American cigar maker and avocational archaeologist, described and mapped Bowmanville as “Indian Village No. 1” encompassing Section 12 in Jefferson Township as well as the east half of Section 6 and the northwest quarter of Section 7 in Lakeview Township. Scharf’s 1901 map, *Indian Trails and Villages of Chicago and of Cook, DuPage, and Will Counties, Ills.*, clearly shows that the multi-component Bowmanville site (11-Ck-38) and site 11-Ck-37 comprise Indian Village No. 1. Scharf’s notes specify that the Schupp Collection included copper artifacts, stone tools, and decorated pottery. The Albert F. Scharf manuscript and maps provide invaluable information on the Native American settlement within the Chicago area as well as on early trails and nineteenth century taverns.

“No Indian village sites or mounds were found along the North Shore between Evanston and Waukegan...the site of Chicago was the former site of a number of Indian villages collectively forming a metropolis of several thousand inhabitants” (Scharf 1904, Folder 1, page 9).

Martin Elliott Kaz collected faunal material, a stone tool, and two stone pendants along the Lake Michigan shoreline near Pratt Boulevard Park according to the state site files. After consulting with the Field Museum, Kaz recorded site 11-Ck-151 in 1975 as an Archaic or Early Woodland period dwelling or village. Scharf (1901) indicates a minor village and chipping station in the vicinity.

Avocational archaeologist Ed Lace, then a resident of Wilmette and a naturalist with the Forest Preserve District of Cook County, recorded the Native American quarry site of East Wilmette Island (11-Ck-920) within a residential area in 1999.

Although the landscape through which the transit lines pass is urban, additional archaeological sites may remain undiscovered within protected locations such as parks, gardens, and under the sloped earthen and walled earthen embankments that support the transit lines north of Lawrence Avenue.

Appendix C

Environmental Assessment Technical Memoranda

C-1: Individual Property Displacement Information Sheets

C-2: Land Use and Economic Development Technical Memorandum

C-3: Neighborhood, Community, and Business Impacts Technical Memorandum

C-4: Historic and Cultural Resources Technical Memorandum

C-5: Noise and Vibration Technical Memorandum

C-6: Hazardous Materials Technical Memorandum

C-7: Environmental Justice Technical Memorandum

C-8: Resources with Limited or No Adverse Impacts Technical Memorandum



Lawrence to Bryn Mawr Modernization Project

Noise and Vibration Technical Memorandum

April 29, 2015

Prepared for:
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Prepared by:

125 S. Wacker Drive
Suite 600
Chicago, IL 60606



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Section 1

Summary

1.1 Purpose of this Technical Memorandum

This technical memorandum presents the assessment of the potential noise and vibration impacts associated with the Lawrence to Bryn Mawr Modernization Project. This project is one of the Phase One projects under the Red and Purple Modernization Program undergoing Environmental Assessments (EA) in accordance with the National Environmental Policy Act (NEPA).

This section provides a summary of potential impacts and mitigation measures. **Section 2** is a description of the project. **Section 3** describes the methods used in the noise and vibration analysis, consistent with the Federal Transit Administration (FTA) guidance for determining impacts. **Section 4** details the existing noise and vibration measurements within the affected environment. **Section 5** contains the results of the noise and vibration predictive models. **Section 6** describes the potential impacts associated with the project. **Section 7** defines potential mitigation measures to minimize noise and vibration impacts. Background information on noise and vibration and the technical terms used in this technical memorandum is presented in **Appendix C**.

1.2 Methodology

1.2.1 Noise

The noise analysis for the project was prepared in accordance with the FTA (2006) *Transit Noise and Vibration Impact Assessment* Guidance Manual. The FTA Guidance Manual sets forth the basic concepts, methods, and procedures for evaluating the extent and severity of the noise and vibration impacts resulting from transit projects.

The flow chart in Figure 1-1 shows the procedure for a detailed noise analysis using the FTA methodology. The basic steps in the noise assessment are:

1. Identify all noise sensitive receivers in the project corridor.
2. Determine the noise characteristics within the area of potential impact (API). Take existing noise measurements in the project corridor at sensitive receivers that are representative of the different noise characteristics in the API. (**Section 4**)
3. Identify the project noise sources. Perform detailed measurements of the existing CTA elevated structures similar to the proposed replacement structures to use as reference noise levels in the prediction model. (**Section 5**)
4. Determine the operational characteristics associated with the project. Operational characteristics include trains speeds and headways.

5. Develop models of the project noise. The models were based on the data generated in step 3 and the operational characteristics identified in step 4. **(Section 5)**
6. Predict future noise at all sensitive receivers using the models developed in step 4. Compare the project noise to the existing noise levels and the noise impact criteria to identify sensitive receivers with impact. **(Section 6)**
7. If mitigation is required, identify feasible mitigation measures. **(Section 7)**

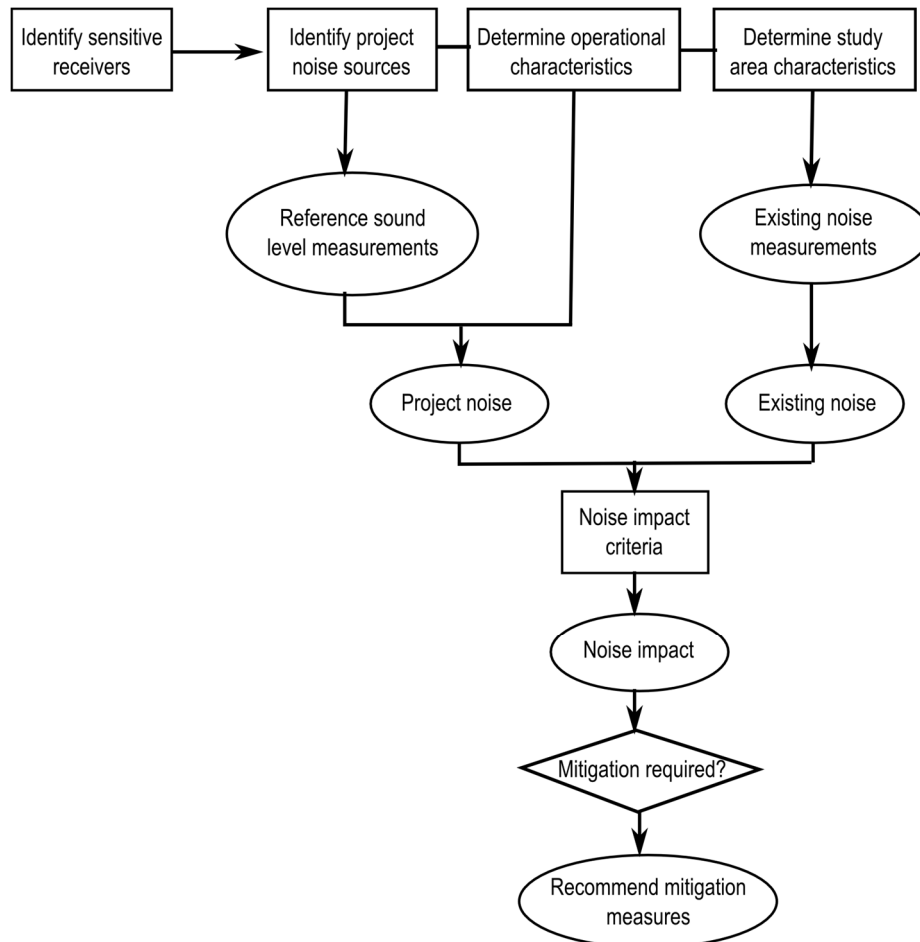


Figure 1-1: Noise Impact Assessment Flow Chart

1.2.2 Vibration

The vibration analysis for the project was prepared in accordance with the FTA (2006) *Transit Noise and Vibration Impact Assessment* Guidance Manual. The FTA Guidance Manual sets forth the basic concepts, methods, and procedures for evaluating vibration impacts resulting from transit projects.

The flow chart in Figure 1-2 shows the procedure for a detailed vibration analysis using the FTA methodology. The basic steps in the vibration assessment are:

1. Identify all vibration sensitive receivers in the project corridor.
2. Determine the API vibration characteristics. Take existing vibration measurements in the project corridor at sensitive receivers that are representative of the different vibration characteristics in the API. At some measurement sites, take existing vibration measurements at multiple distances from the existing tracks to determine the vibration propagation characteristics of the API. (**Section 4**)
3. Identify the project vibration sources. Perform detailed measurements of the existing CTA elevated structures similar to the proposed replacement structures to use as reference vibration levels in the prediction model. (**Section 5**)
4. Determine the operational characteristics associated with the project. Operational characteristics include train speeds and lengths.
5. Develop models of the project vibration. The models were based on the data generated in step 3 and the operational characteristics identified in step 4. (**Section 5**)
6. Predict future vibration at all sensitive receivers using the models developed in step 4. Compare the project vibration to the existing vibration levels and the vibration impact criteria to identify sensitive receivers with impact. (**Section 6**)
7. If mitigation is required, identify feasible mitigation measures. (**Section 7**)

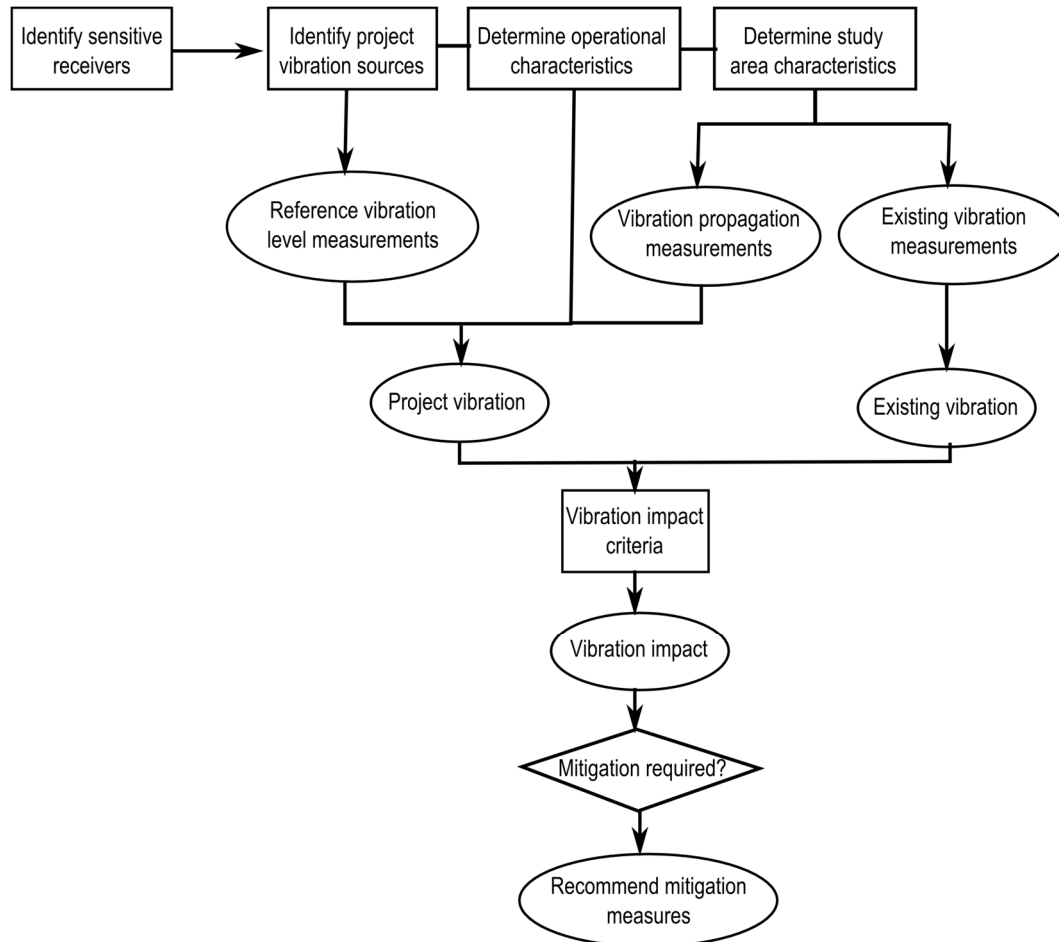


Figure 1-2: Vibration Impact Assessment Flow Chart

1.3 No Build Alternative

The No Build Alternative would include all funded and committed projects within the project limits, as well as typical repairs required to keep the system within the project limits functional. Currently, no capital projects are proposed within the Lawrence to Bryn Mawr Modernization Project limits. Ongoing typical repairs include tie replacement, track maintenance, wall repairs, temporary bracing of viaducts, and minor viaduct repairs. Under the No Build Alternative, travel patterns would remain the same. Travel times would likely continue to increase and service reliability would continue to degrade due to the need to safely operate on deteriorating infrastructure.

The No Build Alternative would not involve major construction and would therefore not have any construction-related noise or vibration impacts.

There is no predicted change in noise or vibration levels for the No Build Alternative; therefore, the noise and vibration levels for the No Build Alternative would not exceed the FTA impact thresholds and no noise or vibration impact is predicted.

1.4 Build Alternative

1.4.1 Construction Impacts

1.4.1.1 Noise

The Build Alternative construction noise analysis considered the temporary noise impacts that construction of the Build Alternative would cause in the project vicinity. Impacts would end when project construction was complete. Construction of a modern closed-deck structure could require the use of heavy earth moving equipment, pneumatic tools, and/or pile drivers. The analysis indicates that construction noise levels would be at or exceed the FTA-recommended construction noise limit of 90 dBA at sensitive receivers more than 50 feet from the construction activity for the Build Alternative.

1.4.1.2 Vibration

High-vibration activities during construction could include demolition of three buildings, construction of aerial structures, pavement breaking, ground compaction, and/or pile driving. Most of the equipment can be operated without risk of damage at distances of 15 feet or greater from non-engineered timber and masonry buildings or at distances of 8 feet or greater from reinforced concrete buildings; exceptions include the mounted hammer hoe ram and pile drivers. Predicted vibration levels from pile driving are likely to exceed the damage thresholds at the closest receivers; however, alternate pile driving methods can reduce vibration levels. For example, sonic pile drivers at lower settings or pre-drilled holes can be operated closer to buildings without exceeding the damage thresholds.

1.4.2 Operational Impacts

The Build Alternative for the Lawrence to Bryn Mawr Modernization Project includes reconstruction of approximately 1.3 miles of the existing rail line from Leland Avenue on the south to approximately Ardmore Avenue on the north. This segment includes four stations: Lawrence, Argyle, Berwyn, and Bryn Mawr, which would be expanded, modernized, and made accessible according to the Americans with Disabilities Act (ADA). The project also entails modernizing the track infrastructure within the project limits.

1.4.2.1 Noise

Changes in noise levels from the Build Alternative would result from an increase in the number of train trips, relocation of the tracks within the project right-of-way, and the change in track structure. The Build Alternative assumes a closed-deck aerial structure with direct-fixation track and a noise barrier on the east and west edges of the structure, similar to the existing Fullerton station structure on the Red Line.

There were 68 clusters of sensitive receivers identified in the API, 18 of which are predicted to have a moderate impact and 2 are predicted to have a severe impact. Many of the predicted impacts are at sensitive receivers located near Winona Street and Foster Avenue. Crossovers would be installed near these receivers as part of the project (crossovers can increase noise levels by 6 dB). Impacts are also predicted at many of the sensitive receivers located closest to the tracks. These sensitive receivers have very high existing noise levels which result in very low allowable noise increases using the FTA noise impact criteria.

1.4.2.2 Vibration

Changes in the vibration levels from the build alternative would result from a change in the track structure and the relocation of the structure closer to some sensitive receivers. The Build Alternative assumes a closed-deck aerial structure with DF track. The columns of new aerial structure could be placed as close as three feet from existing buildings.

There were 68 clusters of sensitive receivers identified in the API, 12 of which are predicted to have vibration impact. Most of the vibration impacts are predicted at sensitive receivers located close to the project right-of-way where the column could be located as close as 3 feet to the existing building. Impacts are also predicted at sensitive receivers located close to a crossover. Crossovers can also increase vibration levels by as much as 10 VdB.

1.5 Mitigation Measures

1.5.1 Noise

FTA's policy on noise mitigation is that it should be considered when there is a moderate or severe impact. Noise mitigation should be implemented unless there are compelling reasons why mitigation is not feasible.

A closed, concrete deck structure, noise barrier along the edges of the structure, and welded rail are assumed to be part of the project. Lower noise levels associated with these features are taken into account in the predicted noise levels, and therefore are not considered as potential mitigation measures. Increasing the height of the noise barrier on the structure is also not considered as a potential mitigation measure because the majority of the noise impacts are at upper story sensitive receivers where a higher noise barrier would not be effective at lowering noise levels. In addition, good wheel and track condition is assumed for both existing noise conditions and future noise conditions. Changes to wheel or track maintenance are not considered as potential mitigation measures.

The following mitigation measures could be incorporated in the following order into the project to reduce noise levels at sensitive receivers:

- Low-impact frog
- Ballast-and-tie track

- Apply an absorptive material on a concrete deck with direct-fixation track
- Residential sound insulation for upper story receivers or receivers without outdoor land uses

Additional information for these options is in **Section 7**. Both location with severe impacts and all 18 locations with moderate impacts would achieve a reduction to an acceptable threshold if one of the potential mitigation measures is implemented. Either the low-impact frog or ballast-and-tie track was appropriate measures to mitigate the predicted impacts. It is unlikely that residential sound insulation would be considered as a viable mitigation measure for the Build Alternative.

1.5.2 Vibration

The most severe vibration impacts are at sensitive receivers located near special trackwork for crossovers. Most of the predicted vibration impacts are at sensitive receivers where columns may be placed within 3 feet of the existing building. The following mitigation measures could be incorporated into the project to reduce vibration levels at sensitive receivers:

- Install rubber bearing pads on the top of the columns to reduce the vibration transmitted through the columns into the ground
- Locate columns away from sensitive receivers
- Install high resilience (soft) direct-fixation fasteners to reduce the vibration transmitted through the rail into the structure
- Low-impact frogs

The analysis demonstrated that the application of a potential mitigation measure would mitigate the predicted vibratory impacts at all sensitive receivers. The specific mitigation measure to apply would be determined through coordination with FTA and during detailed preliminary engineering to determine viability.

Section 2

Project Description

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Lawrence to Bryn Mawr Modernization Project. The project would completely rebuild and modernize the Lawrence, Argyle, Berwyn, and Bryn Mawr Red Line stations and associated rail line tracks and structures.

Two alternatives, discussed below, are considered in this analysis: No Build and Build.

2.1 No Build Alternative

The No Build Alternative is a required alternative as part of the NEPA environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of the proposed project. This alternative would maintain the status quo and would not expand system capacity. The No Build Alternative would include all funded and committed projects within the project limits, as well as typical repairs required to keep the system within the project limits functional. Currently, no capital projects are proposed within the Lawrence to Bryn Mawr Modernization Project limits. Ongoing typical repairs include tie replacement, track maintenance, wall repairs, temporary bracing of viaducts, and minor viaduct repairs. Under the No Build Alternative, travel patterns would remain the same. Travel times would likely continue to increase and service reliability would continue to degrade due to the need to safely operate on deteriorating infrastructure.

2.2 Build Alternative

The Build Alternative, shown in **Figure 2-1**, would consist of reconstructing approximately 1.3 miles of the existing Red and Purple lines from Leland Avenue in the south to near Ardmore Avenue. This segment of railroad includes four stations: Lawrence, Argyle, Berwyn, and Bryn Mawr.

The Lawrence, Argyle, Berwyn, and Bryn Mawr stations would be completely reconstructed as part of the Build Alternative. Features such as elevators and wider stairways would increase capacity, provide ADA accessibility, and improve access from the ground floor of each station to the platform. New stairways would be wider for greater safety and capacity, meeting emergency entrance and exit requirements for the larger stations. In addition, other amenities, such as enhanced passenger security features, longer canopies, more benches, and windscreens would be installed.

The current track support, referred to as “embankment,” was constructed in the 1920s using embankment walls and earth-fill. The embankment supports four tracks (northbound and southbound Red Line tracks, and northbound and southbound Purple Line express tracks). Viaducts would be replaced and no piers would be located in the roadway within the project

limits, improving sightlines for pedestrians, drivers, and bicyclists. To meet required vertical clearance over streets and construct the modern support structure, the track profile would be approximately 5 to 10 feet higher than the existing profile. The proposed structure assumes a closed-deck aerial structure, direct-fixation track, and welded rail. Noise barriers (approximately 3 to 3½ feet in height) are proposed on both sides of the track deck to reduce noise transmission at and below track level. To minimize impacts on adjacent properties, the right-of-way widening would take place over adjacent alleys along the east side of the alignment, where possible.

Based on conceptual engineering, reconstruction of stations would require at least the removal of the existing embankment walls and earth-fill along the entire length of the new platforms to construct the new stationhouses and improve access from the ground floor of each station to the platform with elevators (for ADA accessibility) and wider stairways. CTA is analyzing whether portions of the embankment wall could be kept or removed along the project corridor between stations and viaducts for visual or aesthetic purposes. Where the existing embankment wall could remain in place, the height of the embankment under the new aerial structure would be lowered (up to 7 feet) to allow access for required inspections and maintenance.

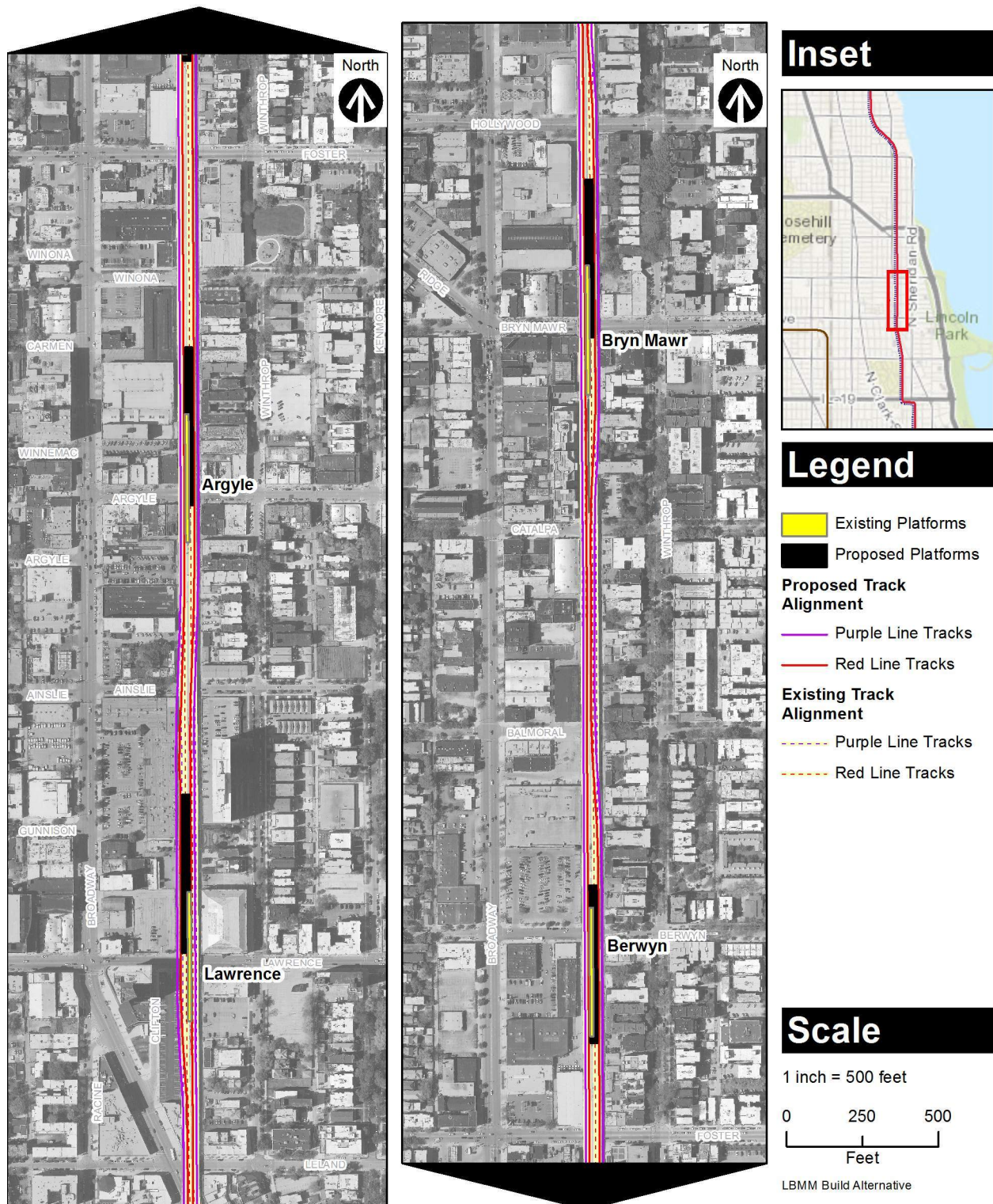


Figure 2-1: Lawrence to Bryn Mawr Modernization Project Build Alternative Map

Section 3

Methods for Impact Evaluation

3.1 Regulatory Framework for Analysis

Procedures published by the FTA were used to evaluate the potential for noise and vibration impacts at sensitive receiver locations along the Project Corridor. The criteria are described in the FTA manual – *Transit Noise and Vibration Impact Assessment* (FTA-VA-90-1003-06; May 2006), referred to as the Guidance Manual. In addition to the federal criteria, state and local noise ordinances were also reviewed to determine their applicability in assessing noise and vibration impacts from the proposed project. All relevant federal, state, and local criteria are described below.

3.1.1 Federal

The noise and vibration analyses for the project were prepared in accordance with the Guidance Manual. This technical memorandum sets forth the basic concepts, methods, and procedures for evaluating the extent and severity of the noise and vibration impacts from transit projects. All aspects of the noise and vibration analyses have been coordinated with CTA and FTA.

The portions of the Guidance Manual related to rail were primarily written for analysis of new, modern rail transit projects. The noise analysis for the Lawrence to Bryn Mawr Modernization Project, which is an improvement to an aging, existing system, was based on the procedures in the Guidance Manual, but relied on measurements of the existing system as opposed to the reference noise levels provided in the Guidance Manual to establish a noise and vibration baseline for a system type that is not used in new construction scenarios.

3.1.2 State

3.1.2.1 Noise

The State of Illinois in their Title 35: Environmental Protection; Subtitle H: Noise; Part 900 has established Sound Emission Standards and Limitations for Property Line Noise Sources for different land use classifications:

- Class A: Residences, hotels, hospitals, nursing homes, schools, and places of worship
- Class B: Commercial/office buildings
- Class C: Industrial/manufacturing facilities

The State of Illinois regulations, however, indicate that the noise limits do not apply to sound emitted from transit systems, or from equipment being used for construction.

3.1.2.2 Vibration

The State of Illinois in their Title 35: Environmental Protection; Subtitle H: Noise; Part 900 does not address vibration. There are no state vibration limits or regulations applicable to the project.

3.1.3 Local

3.1.3.1 Noise

The City of Chicago Municipal Code Article XXI: Environmental Noise and Vibration Control (also referred to as the Chicago Environmental Noise Ordinance) has established “noise disturbance” requirements. The City of Chicago noise requirements do not apply to sounds generated in the operation of any mass transit system (Section 8-32-170(c)). In addition, these noise requirements do not apply to any construction, demolition, or repair work of an emergency nature or to work on public improvements authorized by a governmental body or agency (Section 8-32-170(e)).

3.1.3.2 Vibration

The City of Chicago Municipal Code Article XXI: Environmental Noise and Vibration Control establishes vibration limits in Section 8-32-160. The City of Chicago vibration requirements do not apply to vibration generated in the operation of any mass transit system (Section 8-32-170(c)). In addition, the vibration limits do not apply to any construction, demolition, or repair work that is authorized by a governmental body or agency (Section 8-32-170(e)).

3.2 Significance Thresholds

Because the State of Illinois and City of Chicago noise limits do not apply to transit projects, the FTA’s noise and vibration procedures were used for the technical analysis. Although the impact thresholds in the Guidance Manual are most commonly used for new transit corridors, the procedures take into account the existing noise and vibration levels from the existing rail infrastructure in the project areas. Further details on the interpretation of the FTA’s impact thresholds, the proposed approach to the noise and vibration analysis, and mitigation considerations are provided throughout the remainder of this technical memorandum.

3.2.1 Construction Noise

The Lawrence to Bryn Mawr Modernization Project would require construction over an extended period of time, both for demolition of existing structures and construction of new structures. The use of heavy equipment during construction has the potential to cause substantial, yet temporary, increases in local noise levels along the corridor. Because the City of Chicago Noise Ordinance does not provide limits appropriate for defining construction noise impacts; the impact thresholds provided in the Guidance Manual (shown in **Table 3-1**) were used to assess potential construction noise impacts and the need for mitigation. The guidelines are based on an average 1-hour L_{eq} , or the equivalent continuous sound level.

The construction impact thresholds presented in **Table 3-1** are considered reasonable criteria for assessment during the environmental phase of the project to identify potential impacts before a

contractor has been selected and defined the means and methods for construction. The Guidance Manual recommends that the noise impact thresholds applied during the construction phase of the project should be developed on a project-specific basis and should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use.

Table 3-1: Construction Noise Guidelines

Land Use	Noise Limit, 1 hour L_{eq} (dBA)	
	Daytime	Nighttime
Residential	90	80
Commercial	100	100
Industrial	100	100

Notes: L_{eq} = equivalent continuous sound level; dBA = A-weighted decibel

Source: FTA 2006

3.2.2 Construction Vibration

The City of Chicago Noise Ordinance does not provide limits appropriate for defining construction vibration impacts; the impact thresholds provided in the Guidance Manual and shown in **Table 3-2** were used to assess construction vibration impacts and the need for mitigation. It is important to note that the vibration limits in **Table 3-2** are the levels at which there is a risk for damage, not the level at which damage would occur. These limits should be viewed as criteria that should be used during the environmental assessment phase to identify problem locations that must be addressed during final design.

The levels in **Table 3-2** were used to assess potential impact from construction vibration. The construction vibration impact assessment used the prediction methodology and the source levels for construction equipment recommended in the Guidance Manual.

Table 3-2: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L_v
I. Reinforced concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes: PPV = peak particle velocity ; L_v = vibration velocity level

Source: FTA 2006

3.2.3 Operational Noise

Noise is among the key concerns in the environmental analysis of mass transit improvements on surrounding communities. As such, a primary goal of the noise impact assessment was to identify

mitigation measures that prevent noise levels from exceeding the FTA moderate noise impact threshold. Given the context of this existing heavily used transit corridor, the allowable increase in noise levels because of this project was based on measured existing community noise levels at sensitive receivers. The sensitive receivers are representative of the different noise environments within the project area.

The FTA identifies three different noise-sensitive land use categories. Land uses that are not identified as noise sensitive are not assessed for impact. The noise sensitive land use categories are presented in **Table 3-3**.

Table 3-3: Noise Sensitive Land Use Categories

Land Use Category ¹	Noise Level ²	Description
1	$L_{eq}(h)$	Tracts of land set aside for serenity and quiet, such as outdoor amphitheaters, concert pavilions, and historic landmarks.
2	L_{dn}	Buildings used for sleeping, including residences, hospitals, hotels, and other areas where nighttime sensitivity to noise is of utmost importance.
3	$L_{eq}(h)$	Institutional land uses with primarily daytime and evening uses including schools, libraries, churches, museums, theaters, cemeteries, historical sites and parks, and certain recreational facilities used for study or meditation.

Source: FTA 2006

Notes:

¹ Land Use Categories are based on sensitivity to noise intrusions.

² The threshold noise limits include an hourly equivalent noise level (or $L_{eq}(h)$) for Category 1 and 3 receivers and the day-night noise level (or L_{dn}) for Category 2 receivers. The FTA noise limits, which are based on the existing background levels, are determined using empirical formulas shown graphically in **Figure 3-1**.

The FTA thresholds for noise impact are on sliding scales which are functions of existing noise exposure. FTA defines two degrees of noise impact: moderate impact and severe impact. FTA's policy is that noise mitigation should be considered when there is moderate impact; when there is severe impact, noise mitigation should be implemented unless there are very compelling reasons¹ why mitigation is not feasible. The analysis adopted the following approach to recommending mitigation for severe and moderate noise impacts:

- Severe impacts - Mitigation measures were recommended unless there are extenuating circumstances as described in the Guidance Manual (Section 3.2.5). Mitigation measure recommendations aim to reduce noise to below the moderate impact threshold, if feasible.

¹ Compelling reasons used to determine whether mitigation is feasible and prudent include "noise reduction potential, the cost, the effect on transit operations and maintenance, and ... any new environmental impacts which may be caused by the measure" (FTA 2006 pages 3-11).

- Moderate impacts - Mitigation measures were considered for moderate noise impacts; however, final mitigation recommendations would depend on cost, amount of noise reduction provided to receivers, number of receivers affected, and other factors as described in the Guidance Manual (Section 3.2.5).

For residential land uses, which represent the majority of noise sensitive receivers in the project corridor, noise exposure is characterized using the day-night sound level² (L_{dn}). **Figure 3-1** illustrates the impact thresholds for Category 2 land uses, which include residences, hotels, and other buildings where people normally sleep. The graph on the left shows the impact threshold in terms of the amount of noise that can be generated by the transit project before there is moderate impact (the blue line) and severe impact (the red line). As seen in the left figure, as existing noise exposure increases, the amount of new noise exposure that can be generated by the project increases up to limits of 65 dBA for moderate impact and 75 dBA for severe impact. The graph on the right reconfigures the threshold in terms of the amount that the project can cause noise exposure to increase before there is impact. Because this project would modify an existing noise source and is not a new noise source, it was more appropriate to identify noise impacts by applying the FTA thresholds in terms of the allowable increase in noise exposure. As the right figure illustrates, as the existing noise exposure increases, the amount that the project can cause noise exposure to increase is reduced. This sliding scale is illustrated in the two examples shown in **Figure 3-2**.

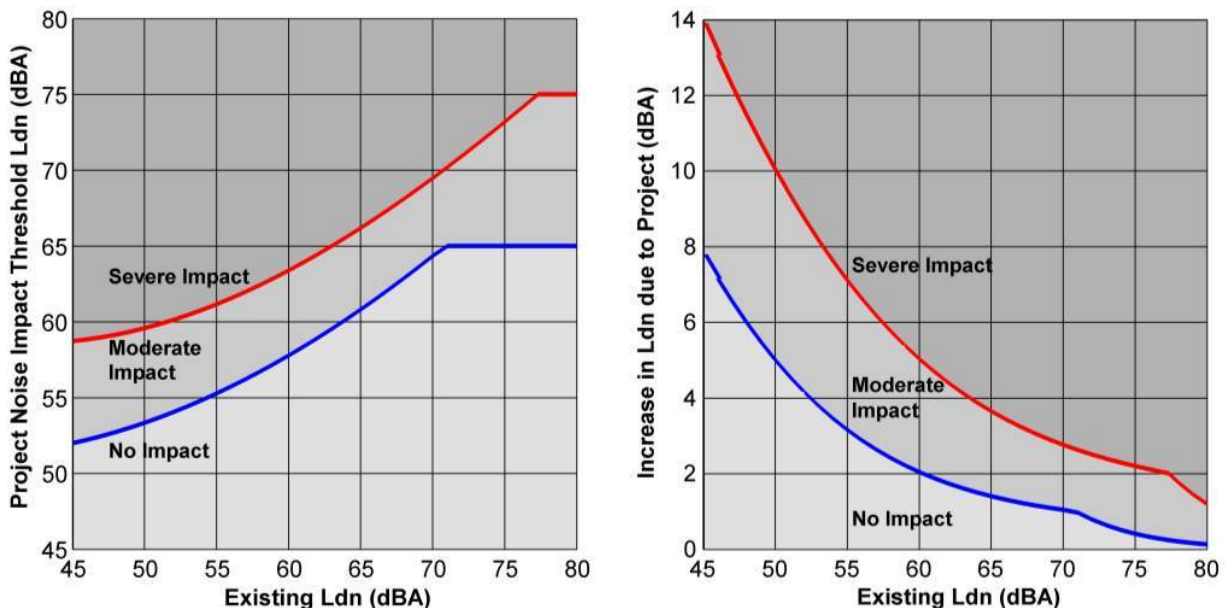


Figure 3-1: FTA Noise Impact Thresholds for Category 2 Land Uses

² L_{dn} is a measure of total noise exposure over a 24-hour period with noise that occurs during nighttime hours (defined as 10 PM to 7 AM) given a weighting factor that makes one sound events during nighttime hours equivalent to ten of the same events during daytime hours.

Consider the two cases that are illustrated in **Figure 3-2**. Regarding Example 1, the measured existing noise exposure is L_{dn} 60 dBA, which is representative of noise environments at locations that are more than 200 to 300 feet from the existing embankment structure. With an existing L_{dn} of 60 dBA, increasing L_{dn} by 2 decibels to 62 dBA would be the threshold of moderate impact, and increasing the L_{dn} by 5 decibels to 65 dBA would be a severe impact.

Regarding example 2 the existing noise exposure is an L_{dn} of 75 dBA, which currently occurs at some residences that within 25 feet of the existing embankment. For this example, if the project were to increase L_{dn} by 0.4 decibels to 75.4 dBA, it would be moderate impact and if the project were to increase L_{dn} by 2.3 decibels to 77.3 dBA it would be severe impact. This example illustrates that when existing noise exposure is high, as it is in much of the RPM corridor, a less than 1 dB decibel increase in the noise exposure may be a moderate impact under the FTA noise impact criteria. Also, an increase of just over 2 decibels may be a severe impact.

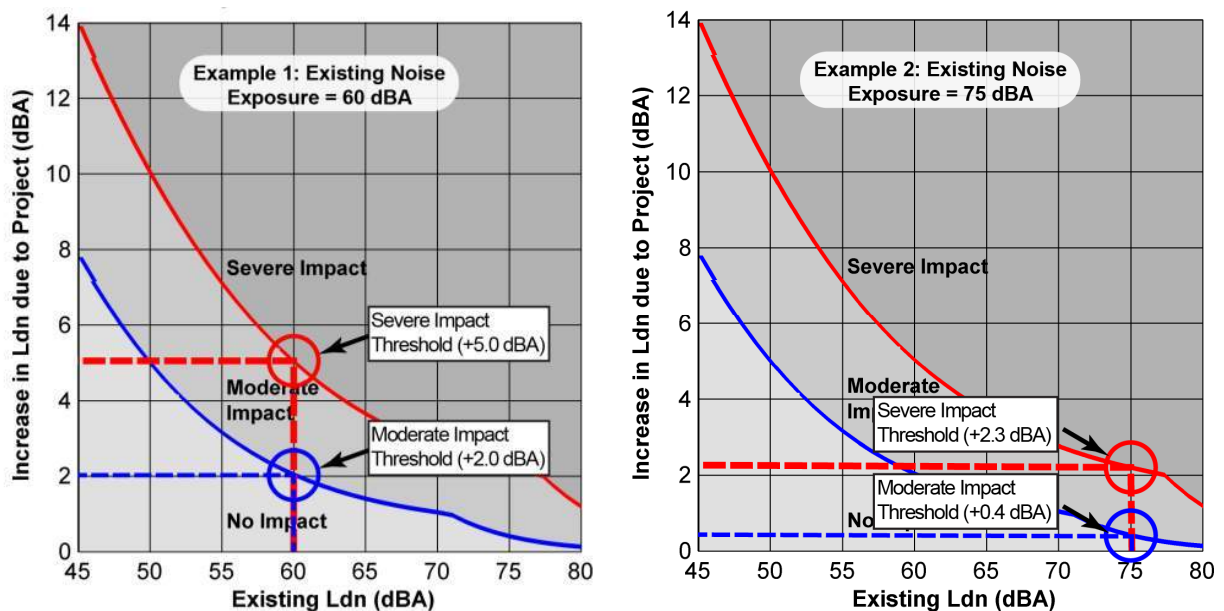


Figure 3-2: Two Examples of Impact Thresholds based on Increase in Noise Exposure

3.2.4 Operational Vibration

The FTA criteria for vibration impact were used to assess community annoyance to vibration from CTA operations. In contrast to the FTA noise impact criteria that are based on cumulative outdoor noise exposure over a 24-hour period, the FTA vibration impact criteria are based on the maximum vibration levels generated in occupied indoor spaces as trains pass the sensitive receiver. The FTA impact threshold for residential land uses is 72 VdB (root mean squared vibration velocity in decibels relative to 1 microinch per second) in any 1/3 octave band between 8 Hertz (Hz) and 80 Hz. For new transit projects, the FTA impact threshold does not take into

account existing vibration levels; however, for projects such as this one where the project consists of modifications to an existing vibration source, the FTA procedures do consider the existing vibration levels. The Guidance Manual provides several examples as guidance. The most applicable one is where existing tracks were moved causing vibration levels to increase. FTA describes the impact as follows:

“If the track relocation will cause higher vibration levels at sensitive receivers, then the projected vibration levels must be compared to the appropriate impact criterion to determine if there will be new impacts. If impact is judged to have existed prior to moving the tracks, new impact will be assessed only if the relocation results in more than a 3 VdB increase in vibration level.”

The FTA identifies three different vibration-sensitive land use categories. Land uses that are not identified as vibration sensitive are not assessed for impact. The vibration sensitive land use categories are identified in **Table 3-4**.

Table 3-4: Vibration Sensitive Land Use Categories

Land Use Category	Description
1	Buildings where vibration would interfere with operations. This category includes vibration-sensitive research and manufacturing, hospitals with vibration-sensitive equipment, and university research operations.
2	Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels.
3	Institutional land uses which include schools, churches, other institutions, and quiet offices that have the potential for activity interference. Note that offices are not considered a noise sensitive land use, but may be considered a vibration sensitive land use.
Special Use Buildings	Buildings that are very sensitive to vibration and warrant special attention during the environmental impact assessment. This category includes concert halls, television and recording studios, and theaters.

Source: FTA 2006

The interpretation of the criteria relative to this project is:

1. If the existing and future vibration levels from CTA operations are below the impact threshold, no impact.
2. If the existing vibration levels are below the impact threshold and the future vibration levels would be above the impact threshold, impact.
3. If the existing vibration levels are above the impact threshold and future would result in more than a 3 decibel increase, impact; if the increase is less than 3 decibels, no impact.

The Guidance Manual also notes: “When the project will cause vibration more than 5 VdB greater than the existing source, the existing source can be ignored and the standard vibration criteria applied to the project.” The analysis verified that the project would not cause vibration increases of more than 5 VdB before the vibration criteria described above is applied in the impact analysis.

It is important to note that vibration impacts were based on the potential for human annoyance or the interference with sensitive receivers such as recording studios and vibration sensitive research or medical equipment. Because the impact thresholds for annoyance and for sensitive equipment are well below the thresholds for minimizing risk of damage, it is not expected that the project would generate vibration levels close to thresholds used to determine the risk of building damage by environmental vibration.

3.3 Methods

The standard FTA methodology for analyzing noise and vibration for transit projects has three fundamental steps: Screening Assessment, General Assessment, and Detailed Assessment. The Screening Assessment consists of a review of the project corridor to identify locations where there is potential for impacts. If none are identified, no further assessment is required. The next step is the General Assessment where generalized noise and vibration models are used to identify specific receivers where there is potential for impact. In many cases, the detail provided by a General Assessment is sufficient for an EA, particularly when relatively straightforward mitigation measures, such as noise barriers, are sufficient to eliminate the impacts. Detailed Assessments are used when the assessment requires specific information about the project rolling stock, the track system, and the receivers to accurately define the potential impacts and to recommend measures that would mitigate the predicted impacts.

The Lawrence to Bryn Mawr Modernization Project is relatively unique in that current measured noise and vibration levels from existing CTA operations are quite high. Noise and vibration impact analysis for this project was based on how noise and vibration levels would change as a result of the projects and mitigation measures are likely to involve design modification to the elevated structures. Because it is clear that the Lawrence to Bryn Mawr Modernization Project has the potential for substantial noise and vibration impacts and the results of the noise and vibration assessment may directly influence the final design of structures, a detailed noise and vibration assessment has been performed to identify potential impacts and feasible mitigation measures.

The Lawrence to Bryn Mawr Modernization Project is relatively unusual in that it involve upgrades to an existing rail corridor that generates relatively high levels of existing noise and vibration. Because existing noise levels are relatively high, noise impacts may be caused by relatively small increases in noise exposure. Goals of the study approach include 1) ensuring that the existing noise and vibration conditions are accurately characterized, 2) determining how alternative structure designs for the Lawrence to Bryn Mawr Modernization Project segments would change the noise and vibration environments, and 3) identifying feasible noise and vibration mitigation approaches that would minimize the locations where future levels would exceed the FTA impact criteria.

The basic steps in the noise and vibration assessments are:

1. Identify all noise and vibration sensitive receivers in the project corridor.
2. Characterize existing noise and vibration conditions in the project corridor through measurements at representative sensitive receivers. (**Section 4**)
3. Perform detailed measurements of the existing CTA elevated structures similar to the proposed replacement structures to use as reference noise and vibration levels in the prediction model. (**Section 5**)
4. Develop models of the noise and vibration that would be generated by the proposed structures. The models were based on the data generated in step 3. (**Section 5**)
5. Predict future noise and vibration levels at all sensitive receivers using the models developed in step 4. The predictions were performed for clusters of sensitive receivers when the receivers are similar distances from the existing and proposed future tracks and the CTA operating conditions are similar. (**Section 6**)
6. Identify feasible mitigation measures and the reductions that would be achieved with the mitigation measures for all locations where the predicted levels exceed one or more of the FTA impact thresholds. The goal was to identify feasible noise mitigation measures that would reduce noise levels to below the moderate impact threshold at all locations where the predicted noise levels exceed the moderate or severe FTA noise impact threshold. For predicted vibration impact, the goal was to reduce predicted vibration levels to below the applicable FTA vibration impact threshold. (**Section 7**)

3.3.1 Sensitive Receivers

3.3.1.1 Area of Potential Impact

The screening procedure provided in the Guidance Manual was used to define the project API for noise and vibration. The relevant screening distances for rapid transit systems such as CTA are shown in **Table 3-5**.

Table 3-5: Screening Distances for Noise and Vibration Impacts

Screening Distances for Noise Impact¹	
Unobstructed Path	700 feet
Intervening Buildings	350 feet
Screening Distances for Vibration Impact²	
Residential Land Uses (FTA Vibration Category 2)	200 feet
Institutional Land Uses (FTA Vibration Category 3)	120 feet

¹ FTA 2006 (Table 4-1)

² FTA 2006 (Table 9-2)

These distances are measured from the right-of-way or property line of a transit project, which for this project is at the edge of the proposed elevated structures. Because the API is a dense urban environment, the noise screening distance assuming intervening buildings (e.g., 350 feet) described in the Guidance Manual was used to define the API. The same API was used for both the noise and vibration analysis. For the Lawrence to Bryn Mawr Modernization Project, the Guidance Manual contains applicable screening distances for a rail station as well as rapid transit systems because the project would involve station modernization as well as reconstruction of the tracks. The greater screening distance (Rapid Rail Transit) was used for the noise and vibration analysis to account for the maximum impact of the project. Based on a maximum distance to potential noise or vibration impacts of 350 feet, **Figure 3-3** shows the API for the Lawrence to Bryn Mawr Modernization Project.

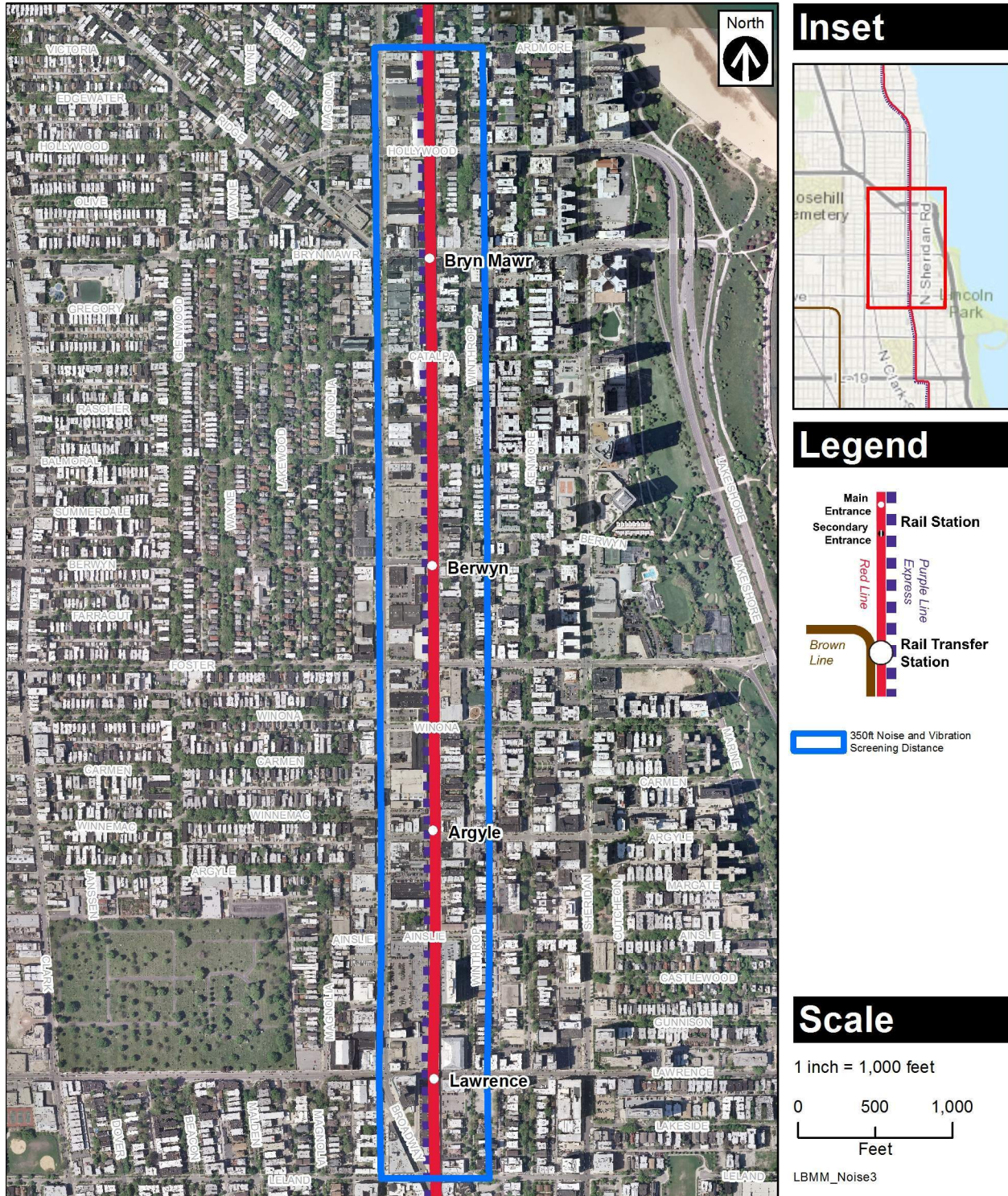


Figure 3-3: Noise and Vibration Area of Potential Impact for the Lawrence to Bryn Mawr Modernization Project

3.3.1.2 Identifying Noise/Vibration Sensitive Receivers

Noise and vibration sensitive receivers within the project areas include residences, schools, the Aragon Ballroom, and the Riviera Theater. **Figure 3-4** shows the 68 sensitive receiver clusters in the project area. A complete list of the noise and vibration sensitive receivers is presented in **Appendix E**.

Noise and vibration sensitive land uses within the project area were identified through:

- A review of the project area using Google Earth.
- A review of all properties potentially displaced by each project.
- A review of the historic structures that have been identified as part of ongoing environmental analyses.
- Use of online resources, including review and use of:
 - City of Chicago online GIS application (<https://gisapps.cityofchicago.org/mapchicago>)
 - City of Chicago business license lookup (http://www.cityofchicago.org/city/en/depts/bacp/provdrs/bus/svcs/business_license_lookup.html)
 - City of Chicago business license map (<https://data.cityofchicago.org/Community-Economic-Development/Business-Licenses-Current-Active-Map/e4sp-itvq>)
 - Cook County Assessor's office property search (http://cookcountyassessor.com/Property_Search/Property_Search.aspx)
- A field review to confirm sensitive land uses that were identified using online tools

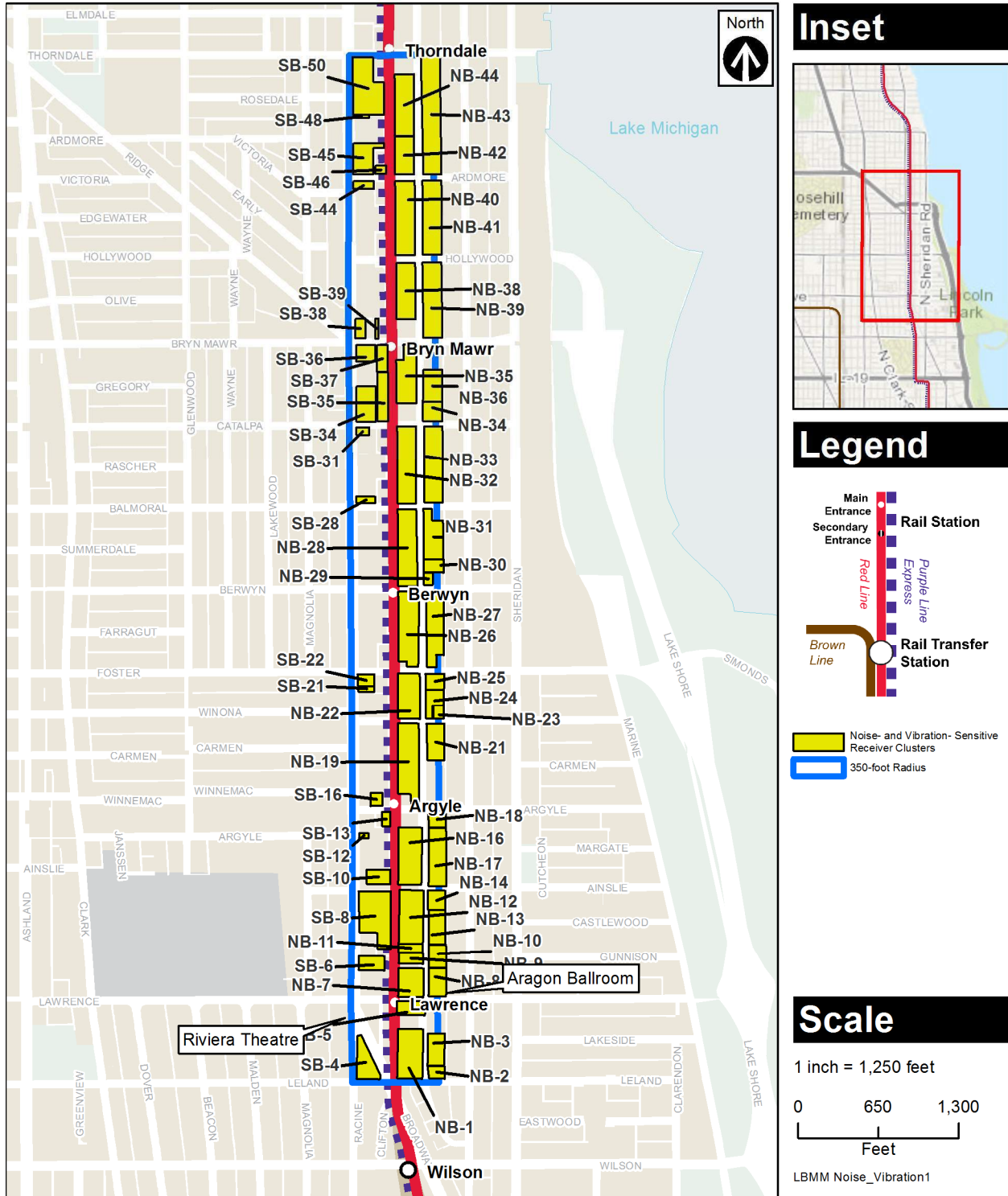


Figure 3-4: Noise and Vibration Sensitive Receiver Clusters

3.3.2 Existing Noise and Vibrations Measurements

Existing noise and vibration levels were measured within the project area. This data is important both for understanding the mechanisms that generate noise and vibration from the existing structures and for determining impact thresholds.

3.3.2.1 Characterizing Existing Noise Conditions

Two types of noise measurements were completed to document the existing conditions in the project area: long-term (24-hour) unattended measurements and short term (1-hour) attended measurements. The FTA noise impact thresholds for Category 2 land uses, including residences, are based on existing 24-hour day-night level, or L_{dn} . The 24-hour long-term measurements were conducted at eight representative sensitive receivers throughout the project area. Short-term measurements were conducted at an additional nine sites in the project area to help estimate existing noise levels at sensitive receivers where long-term measurements were not conducted. The short-term measurements were attended and the time, direction, track, and speed of each train event was logged. The logged information was used to better understand how existing train noise varies throughout the project area.

The combination of the 24-hour and short-term measurements were used to establish the existing noise baseline used in the FTA impact analysis. The existing noise measurement results are presented in **Section 4.1**.

3.3.2.2 Characterizing Existing Vibration Conditions

Measurements of existing vibration generated by CTA rail traffic were performed simultaneously with the short-term noise measurements. The vibration level was measured in the vertical direction at several distances from the existing track structure throughout the project area. The vibration measurements are all short-term measurements. Unlike noise impact for residential land uses that is based on a cumulative measure of noise over a 24-hour period, FTA bases vibration impacts on the maximum vibration levels of trains as they pass sensitive land uses; therefore, it is not necessary to perform 24-hour vibration measurements to characterize existing vibration exposure. The existing vibration measurement results are presented in **Section 4.2**.

3.3.3 Impact Analysis

This section provides further details on the steps taken to evaluate the noise and vibration impacts. Those steps include developing noise and vibration prediction models, how impact thresholds and impact assessments are established, and mitigation measures are recommended.

3.3.3.1 Modeling Project Noise and Vibration

Noise

The methodology for predicting future community noise levels after the project has been completed is to start with the procedures that are provided in the Guidance Manual, modify the reference levels provided in the Guidance Manual with reference levels based on measurements of

existing CTA traffic on a structure similar to what would be constructed as part of the project, and then extend the predictions to all sensitive receivers in the project area using the formulas in the Guidance Manual. The formulas in the FTA Noise and Vibration Guidance Manual take into account the future operating characteristics including train volumes, train speeds, vehicle length, and vehicle type. The predicted noise and vibration levels would be compared to the existing levels and the applicable FTA impact thresholds to determine potential for moderate or severe impacts. Impact thresholds for assessing moderate or severe noise impacts and for assessing vibration impacts are discussed in **Section 3.2**. The noise prediction model is presented in more detail in **Section 5**.

Vibration

The methodology for predicting future vibration levels after the project has been completed is based on vibration level measurements conducted at a CTA structure similar to what would be built for the project and vibration decay versus distance curves measured in the project area. The vibration decay versus distance curves measured in the project area are used to account for how ground conditions at sensitive receivers would affect vibration levels. The formulas in the Guidance Manual were used to account for operating characteristics including train speed, special trackwork, and welded rail. The vibration prediction model is presented in more detail in **Section 5**.

The FTA Guidance Manual also presents criteria and methodology for predicting ground-borne noise. Ground-borne noise is caused by the vibration of room surfaces radiating sound waves. When audible ground-borne noise occurs, it sounds like a low-frequency rumble. When the tracks are above ground, the ground-borne noise is usually masked by the normal airborne noise radiated from the transit vehicle and the rails and it is not necessary to assess impact from ground-borne noise.

Table 3-6 shows the predicted ground-borne noise level and indoor airborne noise level for a sensitive receiver 25 feet from the tracks. The predicted levels are based on the reference noise and vibration levels presented in Section 5. The indoor airborne noise level assumes a 25 decibel outdoor to indoor reduction in noise, which is typical for buildings with windows closed. Table 3-6 shows the indoor airborne noise would be about 14 decibels higher than the ground-borne noise. Building specific factors influence both indoor airborne and groundborne noise levels, so the predicted difference would vary throughout the corridor. It is likely that the indoor airborne noise levels would be about 10-15 decibels higher than ground-borne noise at sensitive receivers in the area. The ground-borne noise levels would not be discernible above the airborne noise levels; therefore, this technical memorandum does not assess potential impact from ground-borne noise.

Table 3-6: Comparison of Ground-borne and Airborne Noise Levels

	Noise Level ¹ , L _{max} (dBA)
Airborne noise level, indoors	48
Ground-borne noise level, indoors	34
Difference	14

Notes: L_{max} = 1-second maximum sound level; dBA = A-weighted decibel

¹Predicted noise level for an upper-story sensitive receiver

3.3.3.2 Impact Assessment

Noise

The assessment of noise impact and the need for considering mitigation was based on the impact thresholds that are presented in the Guidance Manual. FTA defines two levels of noise impacts: moderate impact and severe impact as discussed in **Section 3.2**. Mitigation options were evaluated wherever moderate or severe impacts are predicted. Mitigation measures were carefully considered for all severe noise impacts and were recommended unless there are extenuating circumstances. For predicted moderate noise impacts, noise mitigation measures were considered, but following FTA guidance, other project specific factors also were taken into account such as the increase over existing noise levels and the number of noise sensitive sites affected.

Vibration

With respect to vibration impact, because the project area already has vibration from the existing rail, traffic mitigation was evaluated and, if feasible, implemented at the following sensitive receivers:

1. Where the existing vibration level is below the FTA impact criteria and the predicted future vibration level is above the FTA impact criteria
2. Where the existing vibration level is above the FTA impact criteria and the predicted future vibration level is 3 decibels above the existing vibration levels.

3.3.3.3 Mitigation Assessment

Noise

As discussed above, mitigation measures were carefully considered for all severe noise impacts and were recommended unless there would be extenuating circumstances. For predicted moderate noise impacts, noise mitigation measures were considered, but following the Guidance Manual, other project-specific factors were also taken into account, such as the increase over existing noise levels and the number of noise sensitive sites affected. The goal of the analysis was to provide design recommendations to avoid increases in noise levels at the sensitive receivers. Because of the high existing noise levels in the corridor, any increase in noise level as a result of

the project is likely to be at least a moderate noise impact. If not feasible to mitigate an impact, CTA would present a thorough analysis of why mitigation options are not feasible. The recommended mitigation measures are defined in **Section 7**.

Vibration

Vibration mitigation measures were recommended for all identified vibration impacts. Potential vibration mitigation measures include installing “low-impact” frogs, installing high resilience direct-fixation fasteners, or installing resilient bearing pads at the top of the column. The recommended mitigation measures are defined in **Section 7**.

Section 4

Affected Environment

4.1 Noise Measurements

Noise measurements were performed throughout the project area to determine the existing noise exposure at sensitive receivers. The noise measurement methodology is detailed in **Section 3.3**.

The dominant noise source in the project area is existing train noise from the Red and Purple lines. The trains currently run on ballast-and-tie track on an embankment structure. Red Line trains operate 24 hours a day and Purple Line trains operate in the project area during weekday peak periods, between approximately 5:30 AM and 11:15 AM and 2:30 PM and 8:00 PM.

Two types of noise measurements were completed to document the existing conditions in the project area: long-term (24-hour) unattended measurements and short term (1-hour) attended measurements. The FTA noise impact thresholds for Category 2 land uses, including residences, are based on the existing 24-hour day-night level, or L_{dn} . The 24-hour long-term measurements were conducted at eight representative sensitive receivers throughout the project area. Short-term measurements were conducted at an additional nine sites in the project area to help estimate existing noise levels at sensitive receivers where long-term measurements were not conducted. The measurements sites were chosen to represent different noise environments throughout the area. Measurement sites included noise-sensitive receivers near existing station, between existing stations, and noise-sensitive receivers with intervening buildings that may shield existing train noise. The locations of the long-term (LT) and short-term (ST) measurement sites are shown in **Figure 4-1**.

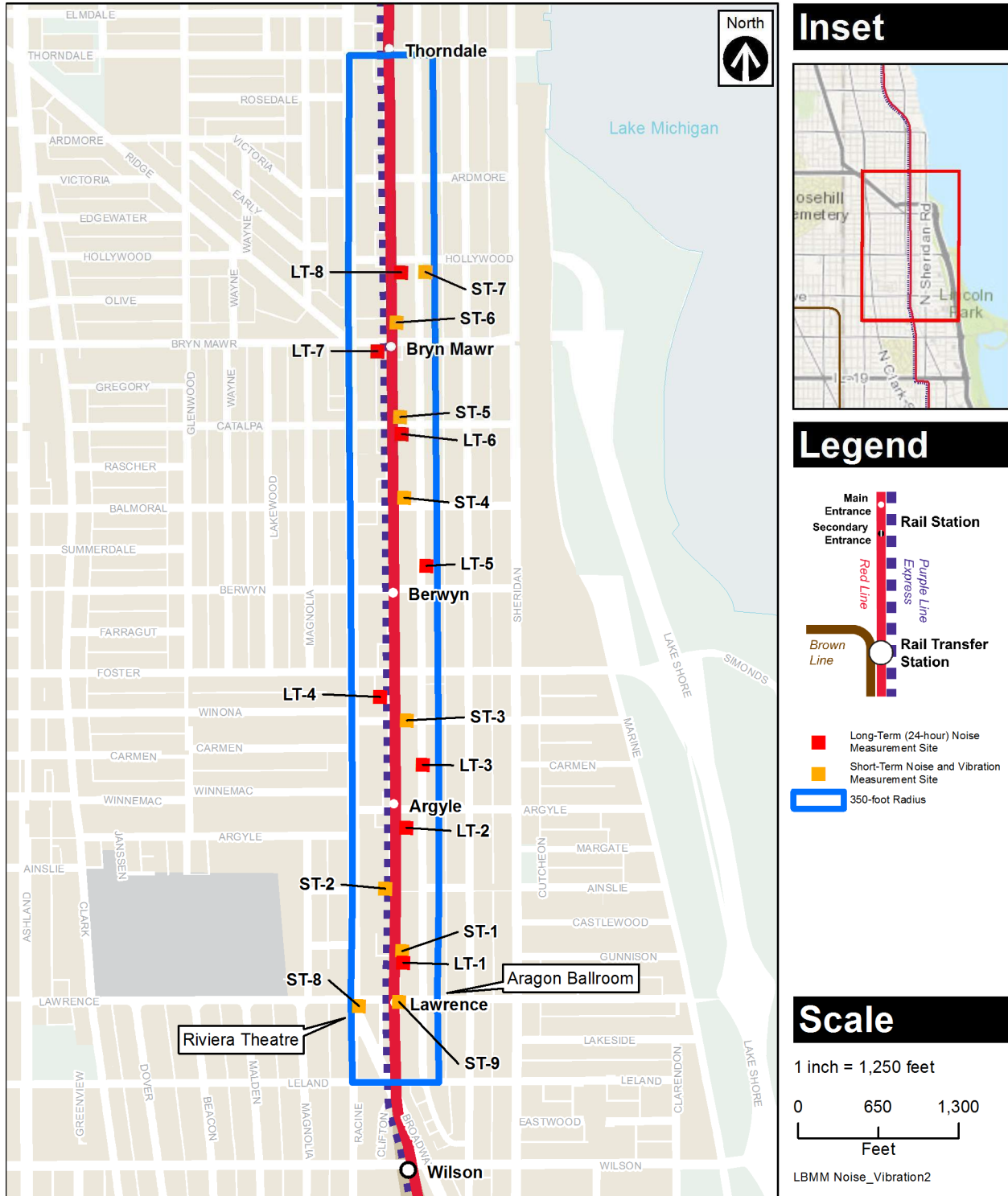


Figure 4-1: Noise and Vibration Measurement Locations

4.1.1 Long-Term Measurement Results

The long-term measurement results are presented in **Table 4-1**. Measurement sites LT-1 to LT-6 are first-row receivers, which means that have a direct line-of-sight to the existing embankment structure. Sites LT-7 and LT-8 are second-row receivers. Second-row receivers have an intervening building row between the existing tracks and the receiver. The measured noise levels at the first-row receivers ranged from 68.4 to 74.8 dBA L_{dn} . The measured noise levels at the second-row receivers ranged from 60.9 to 60.3 dBA L_{dn} . LT-5 had the highest measured L_{dn} because it was located adjacent to a generator that started operating shortly after the start of the measurement. The noise from the generator has been excluded from the noise analysis.

Appendix A includes photographs of the long-term noise measurement sites and plots of the 1-second noise levels over the 24-hour measurement period. All long-term noise measurements were conducted at or adjacent to Category 2 (residential) land uses.

Table 4-1: Long-Term Noise Measurement Results

Site Label	Measurement Locations	Distance from Nearest Track (feet)	Measured L_{dn} (dBA)
LT-1	4826 N. Winthrop Avenue	20	68.4
LT-2	4938 N. Winthrop Avenue	20	69.2
LT-3	5133 N. Broadway	20	73.7
LT-4	1122 W. Catalpa Avenue	20	74.8
LT-5	1131 W. Bryn Mawr Avenue	105	76.8 ¹
LT-6	5648 N. Winthrop Avenue	20	69.4
LT-7	Cedar Park, Winthrop Avenue north of Berwyn Avenue	235	60.9
LT-8	5019 N. Winthrop Avenue	235	60.3

Notes: L_{dn} = 24-hour day-night level; dBA = A-weighted decibel

¹Noise at site LT-5 was not included in the analysis because it was corrupted by a generator that operated for most of the measurement.

4.1.2 Short-Term Measurement Results

The long-term noise measurements confirmed that train noise is the dominant noise source in the project area; however, the average train noise level from the first-row receivers varied by about 6 decibels (excluding LT-5). The data from the short term measurements was used to determine the source of the variation in noise levels and to develop a procedure to estimate the existing noise levels at sensitive receivers where long-term noise measurements were not conducted.

4.1.2.1 First-Row Short-Term Measurements

Figure 4-2 shows the average sound exposure level (SEL) from the Red Line northbound trains on Track 3 and the Red Line southbound trains on Track 2 at each of the first-row short-term measurement sites within the project area. SEL is a measure of sound energy generated by one train event and is useful for comparing train noise measured at different locations. The SEL levels

in **Figure 4-2** have been normalized for distance, speed, and shielding from the embankment so they are directly comparable.

Figure 4-2 shows that the SELs fall into two distinct groups. The sites with higher noise levels are located near jointed track with wide-gap or misaligned track joints. The average SEL for each of the groups is plotted in black. The A-weighted SEL for each measurement site and the average for the two groups are shown in **Table 4-2**. The average of the group with high noise levels near wide-gap track joints is 6 decibels louder than the average of the group with lower noise levels. The data show that jointed track increases noise levels by approximately 6 dB compared to welded track.

Appendix A includes aerial photographs showing the location of each measurement site and plots of the noise levels over the duration of the measurement.

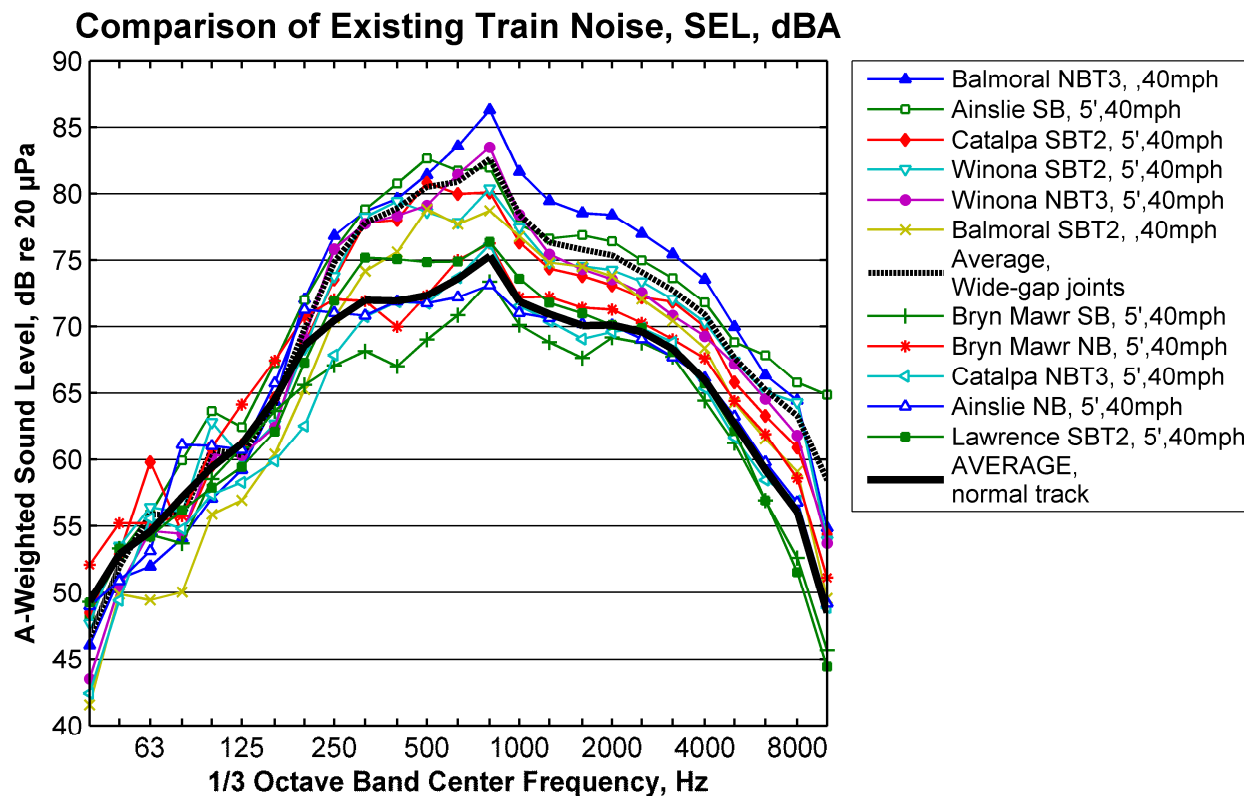


Figure 4-2: Normalized Sound Exposure Level for Short-Term Measurement Sites

Table 4-2: Short-Term Noise Measurement Results

Site Label	Measurement Location (Nearest Cross Street)	Track	SEL ¹ (dBA)
ST-1	Lawrence Avenue	Track 3	N/A ²
ST-1	Lawrence Avenue	Track 2	84.4
ST-2	Ainslie Street	Track 3	84.3
ST-2	Ainslie Street	Track 2	90.1
ST-3	Winona Street	Track 3	89.2
ST-3	Winona Street	Track 2	88.0
ST-4	Balmoral Avenue	Track 3	91.8
ST-4	Balmoral Avenue	Track 2	86.6
ST-5	Catalpa Avenue	Track 3	82.6
ST-5	Catalpa Avenue	Track 2	88.1
ST-6	Bryn Mawr Avenue	Track 3	83.9
ST-6	Bryn Mawr Avenue	Track 2	80.7
Average SEL, good track condition³			83.6
Average SEL, poor condition track joint³			89.9

Notes: SEL = sound exposure level; N/A = not applicable; dBA = A-weighted decibel

¹ SELs are normalized to 50 feet, 40 miles per hour (mph), and eight-car trains at measured at 5 feet above ground level. All results have been adjusted to shielding conditions equivalent to the second track from the receiver (Track 3 for northbound receivers and Track 2 for southbound receivers).

² At the Lawrence Avenue measurement site, Track 3 train speeds were limited to 15 mph because a slow zone was in effect.

³ "Good" condition and "poor" condition track was determined based on detailed inspection of the measured noise levels. "Poor" condition track is near sites with higher noise levels. "Good" condition track is near sites with lower noise levels.

4.1.2.2 Noise Shielding from Embankment Structure

The existing tracks on top of the embankment structure are at a higher elevation than ground floor receivers. Because ground floor receivers do not have a direct line-of-sight to the tracks on top of the embankment, some noise is shielded by the embankment structure and noise at ground floor receivers is lower than noise at upper floor receivers. Upper story receivers with a direct line-of-sight to the tracks do not experience noise reduction due to shielding from the embankment.

At short-term measurement sites ST-3 and ST-5, noise was measured at 5 feet above ground level, representative of ground level receivers, and at 30 feet above ground level, representative of upper story receivers with a direct line-of-sight to the tracks. The acoustic shielding provided by the embankment structure at ground level receivers was estimated by subtracting the noise level measured at 5 feet above ground level from the noise level measured at 30 feet above ground level.

The noise shielding results for both measurement sites are presented in **Table 4-3**. The noise shielding is different for each track. Noise reduction is expected to be greatest for tracks farther from the receiver. Both measurement sites were located closest to northbound Track 4 and farthest from southbound Track 1. Key observations from the data in **Table 4-3** are:

- The average noise reduction for Track 3 is 5.1 dB. The noise reduction for Track 3 differed by less than a decibel for the two sites.
- The average noise reduction for Track 2 is 6.4 dB. The noise reduction for Track 2 differed by less than one decibel for the two sites.
- The average noise reduction for Track 4 is 2.7 dB. The noise reduction for Track 4 differs by about 3 decibels for the two sites. This smaller than expected difference may be attributable to the limited number of trains on Track 4 and the large variation in noise from those trains.
- The noise reduction from Track 1 due to shielding by the embankment is expected to be greater than the other tracks because it is the farthest from the microphone; however, the results for both sites show a lower noise reduction than expected. For both Track 4 and Track 1, this smaller than expected difference is expected to be due to the limited number of trains on these two tracks.

The average of the acoustic shielding from the two measurement sites is used in the predictions of the existing noise throughout the project corridor. The exception is for Track 1 where the acoustic shielding is assumed to be equal to the average from track2.

Table 4-3: Acoustic Shielding from Embankment Structure

Track	Shielding (dB)		
	ST-3 (Winona Street)	ST-5 (Catalpa Avenue)	Average
Track 4	1.3	4.1	2.7
Track 3	5.4	4.8	5.1
Track 2	6.0	6.7	6.4
Track 1	4.9	3.3	4.1

4.1.2.3 Second-Row Short Term Measurements

A second-row short-term measurement was performed at site ST-7 on Winthrop Avenue south of Hollywood Avenue with a row of buildings between the measurement site and the existing embankment structure. The measurement was performed concurrently with the long-term measurement at site LT-6 in the alley adjacent to the tracks south of Hollywood Avenue. The results from the two measurements were used to estimate the noise reduction provided by the intervening row of buildings.

Table 4-4 shows the average A-weighted SEL for five northbound trains from site LT-6 and the average A-weighted SEL for eight northbound trains at site ST-7. The difference in noise levels

between the two measurement sites is 10.3 dB. Some of the difference is attributable to the farther distance to site ST-7, and the remainder of the difference is attributable to the noise reduction provided by the intervening building row.

The second row in **Table 4-4** shows the noise levels from the two measurement sites normalized to a distance of 50 feet. In order to estimate existing noise levels through the project area, the difference between the normalized noise levels has been assumed to be attributed to the noise reduction provided by the building row. The key observations from **Table 4-4** are:

- The noise reduction from the intervening building row at ground floor receivers is estimated to be 2.1 dB. This noise reduction has been used to predict existing train noise at all second-row sensitive receivers.
- The Guidance Manual suggests a noise reduction from a dense building row of 5 decibels. The measured reduction from the building row is less than this, probably because of the acoustic shielding provided by the embankment structure.
- The noise reduction from an intervening building row for upper story receivers is greater than was measured for ground floor receivers because upper story, first-row receivers are not acoustically shielded by the embankment structure. The noise reduction assumed for upper story receivers is 7.2 dB, which is the sum of the shielding provided by the embankment structure at the ground floor (5.1 dB) and the building row noise reduction at the ground floor (2.1 dB).

Table 4-4: Noise Reduction from Building Rows

Track	SEL (dBA)		Difference (dBA)
	LT-6 (First Row)	ST-7 (Second Row)	
Track 3	87.5	77.2	10.3
Track 3, normalized to 50 feet, 40 mph	87.3	85.2	2.1

Notes: SEL = sound exposure level; dBA = A-weighted decibel

4.1.2.4 Short-term Noise Measurements at Theaters

The Aragon Ballroom and the Riviera Theater, both located within the noise and vibration screening distance, are venues that host concerts and other special events. Short-term (1-hour) noise measurements were conducted at both venues to document existing noise conditions. The 1-hr L_{eq} s from the measurement sites are presented in **Table 4-5**. The maximum 1-hr L_{eq} from rail operations is the noise metric used to assess potential for impact for Category 3 land uses, including theaters.

The Aragon Ballroom is located at 1006 W. Lawrence Avenue, adjacent to the existing Lawrence station. The noise measurement was conducted inside the ballroom on the second floor. Some train events were audible inside the ballroom.

The Riviera Theater is located at 4746 N. Racine Avenue, about 320 feet west of the existing tracks. The noise measurement was conducted at the facade of the building closest to the existing tracks. The train noise was distinctly audible outside of the theater.

Table 4-5: Measured Existing Noise Levels at Theaters

Site Label	Location	Measured $L_{eq}(1\text{-hr})$, dBA
ST-8	Riviera Theater	68.5 dBA
ST-9	Aragon Theater	56.2 ¹ dBA

Notes: L_{eq} = equivalent continuous sound level; dBA = A-weighted decibel

¹Noise at site ST-9 was measured indoors

4.1.3 Estimating Existing Noise Levels

The measurement results show that track condition is an important factor in determining existing noise levels. The noise levels at jointed track are strongly dependent of the conditions of the rail joints. The measurements demonstrate that joints with wide-gaps or vertically misaligned joints cause noise levels to increase by up to 6 decibels compared to locations with no track joints or well-aligned track joints.

The FTA noise impact thresholds are on a sliding scale, so residences with higher existing noise levels have a higher impact threshold. This means sensitive receivers located adjacent to track with poorly aligned joints would have a higher impact threshold compared to sensitive receivers located near welded track or track where all the joints are smooth and tight; however, a wide-gap track joint is a condition that can be repaired and noise levels reduced. Also, it is not possible to identify all wide-gap track joints within the project area that are generating high noise levels and the condition of the joints may vary depending on the expansion and contraction of the track as the track temperature changes.

To accurately and consistently assess potential noise impact from the project, the existing noise level, assuming “good track condition” and full operating speeds, was estimated for all sensitive receivers. In this context, “good” track is defined to mean welded track or jointed track with all joints well aligned in the vertical direction and with small or no gaps in the horizontal direction. The estimated existing noise level assuming good condition track was used in place of the measured existing noise levels to minimize the variation in track condition on the noise impact assessment.

The method for estimating the existing noise levels at sensitive receivers is to use the average train SEL for good track conditions shown in **Figure 4-2** and use formulas provided in the Guidance Manual to calculate L_{dn} and account for distance to the track and train speed. The measurement results in **Section 4.1.2.2** were used to account for acoustic shielding from the embankment structure and the results in **Section 4.1.2.3** are used to account for acoustic shielding from intervening building rows.

Inspection of the long-term measurement results confirm that train noise is the dominant noise source throughout the project area and that other existing environmental noise sources are not substantial contributors to the cumulative L_{dn} that includes all community noise sources.

The existing noise level using the method described above was estimated at each of the long-term measurement locations. The estimated existing noise level at each site is compared to the measured noise level in **Table 4-6**. The estimated noise level is 0.5 to 5 decibels lower than the measured noise level. The justifications for using existing noise levels lower than the measured noise level in the impact analysis are:

- FTA guidance is to err on the side of underestimating existing noise levels to ensure all potential impacts are identified.
- The estimated noise level eliminates higher noise levels due to poorly aligned track joints that can increase noise levels by up to 6 decibels. The poorly aligned track joint is a condition that could be repaired. In addition, it is not feasible to accurately identify all locations in the project corridor where poorly aligned track joints cause higher than normal noise levels.
- The estimated noise level assumes trains have good condition wheels. Trains with severe wheel flats are up to 5 decibels louder than vehicles with wheels in average condition. Depending on the number of trains with bad wheels, the L_{dn} may increase by 1 to 2 decibels; however, the number of wheel flats in the fleet varies with time and wheel flats can be corrected with wheel truing. The predicted future noise levels also assumes wheels in relatively good condition, so eliminating wheel flats from the existing noise levels allows for a valid comparison between existing and future noise levels.
- The difference between estimated and measured noise level is greatest for the sites where the wheel impacts at rail joints was most distinct (LT-3 and LT-4) and is smallest for the sites with normal track conditions (LT-1 and LT-6). The estimated noise levels are within one decibel of the measured noise level for the sites with normal track conditions. Estimating the existing noise level assuming good condition track ensures sensitive receivers are not penalized with a higher impact threshold because of a track condition that is repairable.
- Although assuming normal track and wheel condition underestimates the existing noise levels in some areas within the project area, it allows a more uniform comparison between existing and future noise levels because the future noise levels also assume normal track and wheel conditions.

Table 4-6: Estimated Existing Noise Levels

Site Label	Measurement Locations	Distance from Nearest Track (feet)	Estimated ¹ Noise Level, L _{dn} (dBA)	Measured Noise Level, L _{dn} (dBA)	Difference (dBA)
LT-1	4826 N. Winthrop Avenue	20	67.5	68.4	-0.9
LT-2	4938 N. Winthrop Avenue	20	66.9	69.2	-2.3
LT-3	5133 N. Broadway	20	69.5	73.7	-4.2
LT-4	5450 N. Winthrop Avenue	20	69.8	74.8	-5.0
LT-5	1131 W. Bryn Mawr Avenue	105	N/A ²	76.8	N/A ²
LT-6	5648 N. Winthrop Avenue	20	68.9	69.4	-0.5
LT-7	Cedar Park, Winthrop Avenue north of Berwyn Avenue	235	58.0	60.9	-2.9
LT-8	5019 N. Winthrop Avenue	235	57.9	60.3	-2.5

Notes: L_{dn} = day-night average sound level; dBA = A-weighted decibel; N/A = not applicable

¹The estimated noise level is the L_{dn} calculated using the short-term measurement results as described in Section 4.1.3.

²Noise at site LT-5 shows the highest noise levels because the microphone was located adjacent to a generator that was operating for most of the measurement duration.

4.2 Vibration Measurements

Vibration measurements were performed throughout the project area to determine the existing vibration levels at sensitive receivers. In contrast to the FTA noise impact criteria that are based on cumulative outdoor noise exposure over a 24-hour period, the FTA vibration impact criteria are based on the maximum vibration level generated from a single train event in an occupied indoor space. Existing vibration levels were measured over a period of 1 hour at nine sites in the project area. Determining the existing vibration levels at sensitive receivers is an important step in the vibration impact assessment because a higher vibration impact threshold is adopted for sensitive receivers where existing vibration levels exceed the FTA impact threshold.

4.2.1 Existing Vibration Measurement Results

Train vibration was measured at nine sites throughout the project area during short-term (1-hour) measurements. The measurement locations are shown in **Figure 4-1**. The measurements were attended and the time, track, and speed of each train event were logged. At three of the measurement sites (ST-1, ST-3, and ST-5) vibration was measured at several distances from the existing tracks to determine the rate at which vibration decreases with distance.

The existing vibration measurement results are presented in **Table 4-7**. For a detailed vibration impact assessment, FTA impact criteria apply to the vibration level measured in each 1/3 octave band over the frequency range of 8 Hz to 80 Hz; therefore, **Table 4-7** presents the vibration level in the maximum 1/3 octave band (the band maximum) for each measurement site and the 1/3 octave band that corresponds to the maximum level. The value in the table is the band maximum of the average of the 1/3 octave band spectra for all train events on a single track. The spectra of

the individual train events for all measurement sites and aerial photographs showing the location of the measurement sites are shown in **Appendix B**.

Key observations from **Table 4-7** are:

- Most sites do not have vibration measurements from Tracks 1 and 4 because trains only operate on those tracks during commute hours.
- The maximum peak vibration levels exceed FTA impact threshold at Category 2 land uses (72 VdB) at some of the measurement sites located closest to the tracks. Category 2 land uses include residences.
- The variation in vibration levels between the different tracks is probably related to track condition. For example, at site ST-5, the vibration levels from Track 2 are higher than those from Track 3. The noise measurements at site ST-5 indicate that Track 2 has one or more rail joints with wide or misaligned joints and Track 3 does not; however, high vibration levels did not always correlate with high noise levels and there was much more variation in measured vibration levels than in measured noise levels.
- The vibration levels measured at site ST-3 were on Track 4. The high vibration levels are probably due to poor rail and wheel condition, as well as Track 4 being the track closest to the measurement positions.
- The vibration levels measured directly adjacent to the embankment structure (18 feet³ at sites ST-1 and ST-5) are lower than the levels measured at sites that were 30 to 40 feet from the closest track. One possible explanation for this is that within a few feet of the embankment wall, the embankment wall acts to reduce the vibration levels. This effect would tend to be reduced as distance from the embankment wall is increased.

³ In this section, distances are measured from the track centerline and include the vertical distance; therefore, a measurement 3 feet from the embankment wall is shown at 18 feet (1 foot + 17 feet for the height of the embankment).

Table 4-7: Existing Vibration Measurement Results

Site Label	Location	Distance ¹ to Near Track ² (feet)	Track 1		Track 2		Track 3		Track 4	
			L _v Max ³ (VdB)	Frequency (Hz)	L _v Max ³ (VdB)	Frequency (Hz)	L _v Max ³ (VdB)	Frequency (Hz)	L _v Max ³ (VdB)	Frequency (Hz)
ST-1	Lawrence Avenue	18	--	--	58	16	--	--	--	--
		42	--	--	65	50	--	--	--	--
		67	--	--	58	16	--	--	--	--
		87	--	--	57	16	--	--	--	--
ST-2	Ainslie Street	42	--	--	75	40	75	31.5	--	--
ST-3	Winona Street	42	51	40	67	40	69	50	77	40
		67	54	31.5	65	40	64	50	77	31.5
		117	50	31.5	64	40	59	25	67	25
		217	47	10	57	12.5	55	16	54	25
		317	50	25	59	25	53	16	53	16
ST-4	Balmoral Avenue	67	55	8	59	8	68	40	66	40
ST-5	Catalpa Avenue	18	--	--	67	63	68	50	--	--
		33	--	--	72	31.5	66	31.5	--	--
		42	--	--	67	31.5	66	31.5	--	--
		67	--	--	69	31.5	64	40	--	--
		92	--	--	67	31.5	60	40	--	--
		117	--	--	58	20	56	20	--	--
ST-6	Bryn Mawr Avenue	37	--	--	64	20	69	50	--	--
ST-7	Hollywood Avenue and Winthrop Avenue	222	--	--	53	12.5	57	10	--	--
ST-8	Riviera Theater	342	--	--	53	12.5	49	5	--	--
ST-9	Aragon Theater	47	--	--	57 ¹	25	58 ¹	16	--	--

Notes: L_v = vibration velocity level; VdB = decibels referenced to 1 microinch per second; Hz = Hertz

¹ Distance is from the measurement site to the embankment wall plus the diagonal distance from the foot of the embankment wall to the track centerline.

² For sites ST-2 and ST-8, the near track is Track 1. For all other sites, the near track is Track 4.

³ Vibration levels were measured inside of Aragon Theater. All other vibration measurements were conducted outdoors.

4.2.2 Estimating Existing Vibration Levels

The vibration measurements indicate that track and wheel condition is an important factor in determining existing vibration levels. Higher vibration impact thresholds are applied at sensitive

receivers where existing vibration levels exceed the FTA vibration impact threshold, so it is important to accurately and consistently estimate the existing vibration levels at sensitive receivers throughout the corridor.

The method used to estimate the existing vibration levels at sensitive receivers is similar to the method used to estimate existing noise levels presented in **Section 3** in that the estimated vibration level assuming “good track condition” is used as the basis for the impact assessment at all sensitive receivers.

The vibration levels at all sensitive receivers in the project area have been estimated using a vibration level versus distance curve that was derived from the measurement results. **Figure 4-3** shows the vibration versus distance curves developed for the sites where vibration levels were measured at multiple distances from the tracks along with the average levels from the sites where measurements were performed at a single location. The slopes of the curves describe how quickly vibration levels decay with distance. The heights of the curves indicate the amplitude of the vibration levels: the highest curves on the plot correspond to measurement sites with higher vibration levels.

Key observations from **Figure 4-3** are:

- The slopes of the curves from sites ST-3 (Track 3) and ST-5 (Track 3) are similar. This shows that vibration decays with distance at a similar rate at both measurement sites, which implies that the soil conditions are similar at both sites.
- The slopes of the curve from site ST-1 (Track 2) and ST-3 (Track 4) are substantially different than the slopes at the other sites. It was possible to obtain data from only one track at ST-1 because of a slow order on Track 3 and limited traffic on Tracks 1 and 4. As a result, it is not clear whether the unusual slope at ST-1 is a characteristic of the location or an artifact introduced by the relatively large train-to-train variation observed at all of the sites. Similarly at site ST-4 (Track 4) there were a limited number of trains so the slope may be an artifact of the limited number of trains and the large variation between trains.
- Except for site ST-1 (Track 2) and ST-3 (Track 4), the vibration levels tend to fall into two groups. Group 1 is the lower vibration levels from Track 3 sites ST-3 through ST-6. Group 2 is the higher vibration levels from the other curves and data points in **Figure 4-3**. A reasonable assumption is that Group 1 represents vibration levels from track that is in relatively good condition and that Group 2 represents vibration levels from track that has poorly aligned track joints or other factors that cause relatively higher vibration levels.
- The vibration levels from sites ST-7 (Track 3) and ST-8 (Track 2) are second-row outdoor receivers. The results from these two sites are consistent with the measurements that were at locations closer to the tracks and at positions with no intervening buildings. This result indicates that for moderate-sized buildings the decay with distance is not substantially affected by intervening buildings.

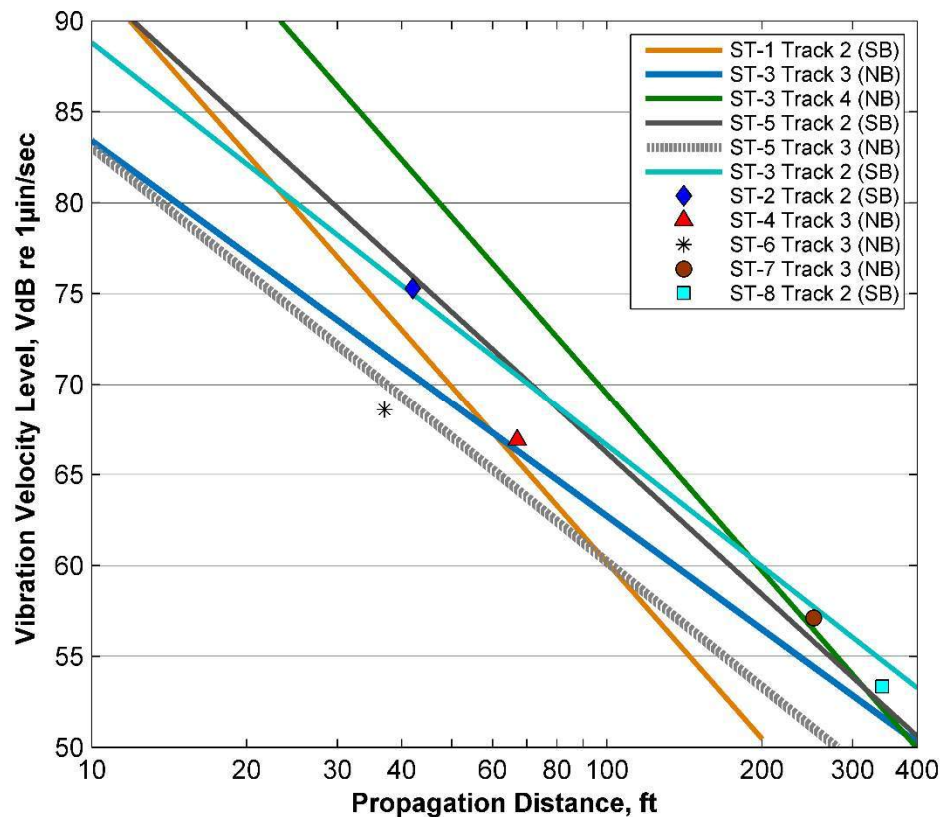


Figure 4-3: Measured Vibration Level vs Distance in Project Area

The decay with distance curve measured at ST-5 (Track 3), shown as the heavier dashed line in **Figure 4-3**, has been used to estimate existing vibration levels with good condition track at all sensitive receivers. Using this curve to estimate existing vibration levels throughout the project corridor eliminates higher vibration levels that occur due to poorly aligned track joints. The reason for basing the impact assessment on the existing vibration levels that would occur when the track does not have poorly aligned joints or other factors that increase vibration levels are similar to the justifications presented in **Section 4.1.3** for the noise analysis:

- Poorly aligned track joints can increase vibration levels; however, it is not feasible to accurately identify all locations in the project corridor where poorly aligned joints cause higher than normal vibration levels.
- Although assuming good track and wheel condition underestimates existing vibration levels at some sensitive receivers within the project area, it allows for a more uniform comparison between existing and future vibration levels because the future vibration levels also assume good track and wheel condition.

- Basing the impact assessment on the actual levels of existing vibration would tend to penalize sensitive receivers located where relatively poor track conditions is causing higher than normal vibration levels. This penalization occurs because when vibration levels currently exceed the FTA impact threshold, the impact threshold is shifted to 3 decibels greater than existing vibration levels; therefore, the higher the levels of existing vibration the higher the impact threshold.

The FTA impact threshold for category 2 land uses is 72 VdB. Using the method described above, the existing vibration levels would exceed the FTA impact threshold for Category 2 land uses that are within 30 feet of the existing tracks.

Section 5

Noise and Vibration Prediction Models

5.1 Train Noise Prediction Model

The train noise prediction model is based on reference noise level measurements conducted at a CTA structure similar to what would be built for the project and modeling equations provided in the Guidance Manual to account for train speed, distance to the tracks, and number of train events. The noise from trains carrying passengers is the only substantial operational noise source associated with the project. The train noise is primarily caused by the steel wheels of the vehicles rolling on the steel rails.

Section 5.1.1 presents a summary of the train noise measurements and the derived reference levels used for prediction. **Section 5.1.2** presents the operational assumptions used for the predictions including train speed and number of train events.

5.1.1 Train Noise Reference Level

5.1.1.1 Train Noise Measurement Location

A train noise measurement was conducted at the existing Fullerton station structure. Fullerton station is located 3 miles south of the project area. The structure has a closed, concrete deck with direct-fixation track that extends 200 feet north and south of the station platform. The structure is similar in construction to the aerial structure proposed for the project. A photograph of the structure is shown in **Figure 5-1**. Characteristics of the Fullerton station structure that influence noise levels are:

- Four tracks numbered from west to east
- Jointed track
- Concrete deck with direct-fixation track
- Steel I-beam girders
- Noise barrier along the east and west edges of structure
- A gap in the concrete deck between Tracks 1 and 2



Figure 5-1: Photograph of the Fullerton Station Structure Track Deck

An aerial photograph of the measurement location is shown in **Figure 5-2**. The train noise was measured 50 feet east of the structure at two microphone positions: 5 feet above ground level and 30 feet above ground level. The four tracks on the structure are labeled Track 1 to Track 4 in the figure. Southbound trains travel on Tracks 1 and 2 and northbound trains travel on Tracks 3 and 4. During the measurement period, eight-car Red Line trains passed on Tracks 2 and 3, and four-car Brown Line trains and six-car Purple Line trains passed on Tracks 1 and 4.



Figure 5-2: Aerial Photograph Showing Measurement Location at Fullerton Station Structure

5.1.1.2 Train Noise Measurement Results

The train noise measurement results were inspected to determine typical noise levels from a closed-deck concrete structure with direct-fixation track. The measurements at 30 feet above ground level and 5 feet above ground level were compared to determine the noise reduction provided by the noise barrier and closed-deck structure. The 1/3 octave band spectra of all train events during the measurement are shown in **Appendix A**. **Figure 5-3** shows the average SEL at 30 feet above ground level for all four tracks. **Table 5-1** shows the overall A-weighted SEL for the four tracks at 30 feet above ground level and 5 feet above ground level. The noise levels in both the table and the figure have been normalized to 50 feet, 40 mph, and eight-car trains, so the noise levels from the four tracks are directly comparable.

The key observations from the measured train noise levels are:

- There are track joints on all four tracks near the measurement position. Due to the limited length of the closed-deck structure, it was not possible to measure train noise at a location that was not influenced by jointed track. **Figure 5-4** shows a vertically misaligned track joint from Track 3 and a wide-gap joint from Track 4. Additional discussion of noise from wide-gap and misaligned track joints is included in **Appendix C**.
- For Track 3, the train noise at ground level (5 feet elevation) is 5.5 dB less than the train noise measured at 30 feet elevation. The noise reduction is due to acoustic shielding provided by the concrete deck and the noise barrier.
- The noise reduction provided by the concrete deck and noise barrier for Tracks 1 and 2 could be increased if the gap in the track deck was eliminated.
- The microphone 30 feet above ground level did not have direct line-of-sight to Track 4; therefore, the data from Track 4 cannot be used to directly estimate the acoustic shielding of trains on this track due to the structure and the noise barrier. Adjustments are required to estimate noise levels from trains on Track 4 at receivers that are high enough to have a direct line-of-sight to the track.
- Measurements indicate that the noise radiated off of the steel I-beam girders are contributing to noise in 40 Hz to 60 Hz range. Concrete girders in place of steel I-beam girders would change the character of the noise, but would have a marginal effect on the A-weighted noise level. The A-weighted level is dominated by noise in the 400 Hz to 1250 Hz range.
- The noise from all four tracks at 30 feet above ground level generally shows good agreement.

Table 5-1: Train Noise Measured at Fullerton Structure

Track	SEL ¹ (dBA) (50 feet, 40 mph, eight-car trains)	
	30-foot mic elevation	5-foot mic elevation
Track 1 (Brown Line Trains)	93.6	93.7
Track 2 (Red Line Trains)	93.1	90.0
Track 3 (Red Line Trains)	94.7	89.2
Track 4 (Brown Line Trains)	93.8	91.5

Notes: SEL = sound exposure level; dBA = A-weighted decibel

Source: ATS Consulting 2014

¹ Results for all tracks were normalized to 50 feet, 40 mph, and eight-car trains. No adjustments were made for differences in shielding.

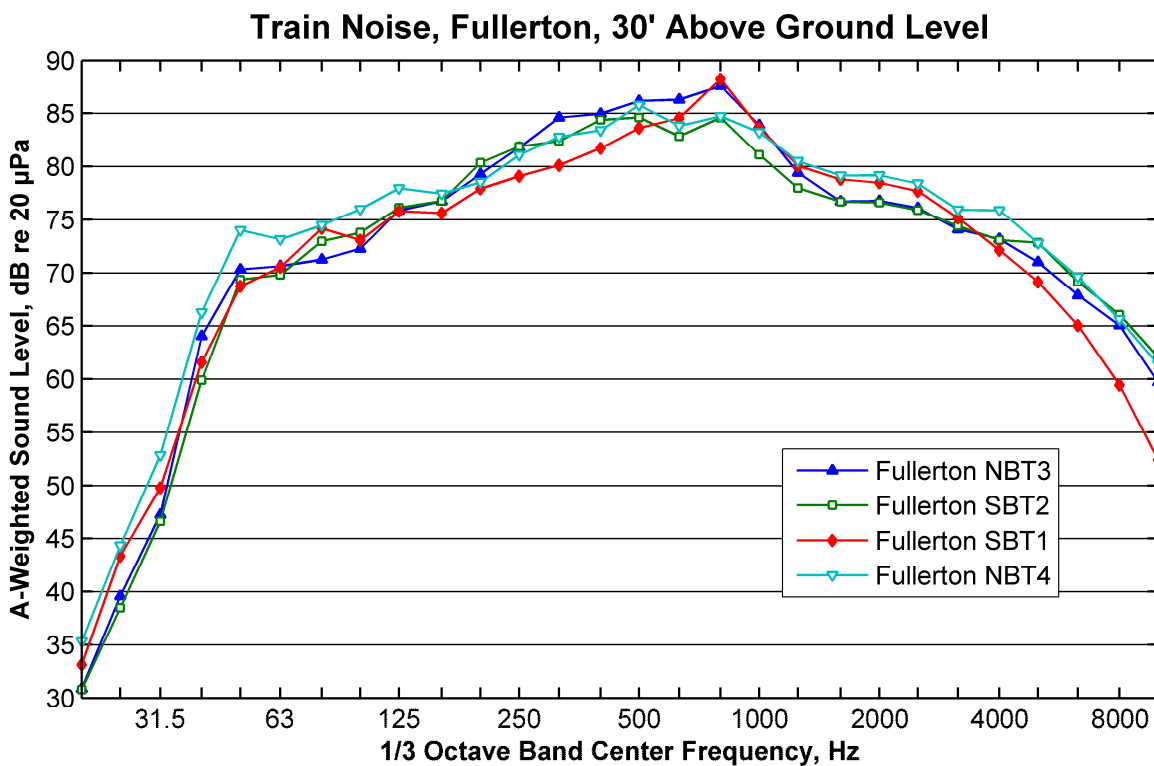


Figure 5-3: Train Noise Measured at 30 Feet above Ground Level at the Fullerton Station Structure, Normalized to 50 feet, 40 mph, and eight-car trains

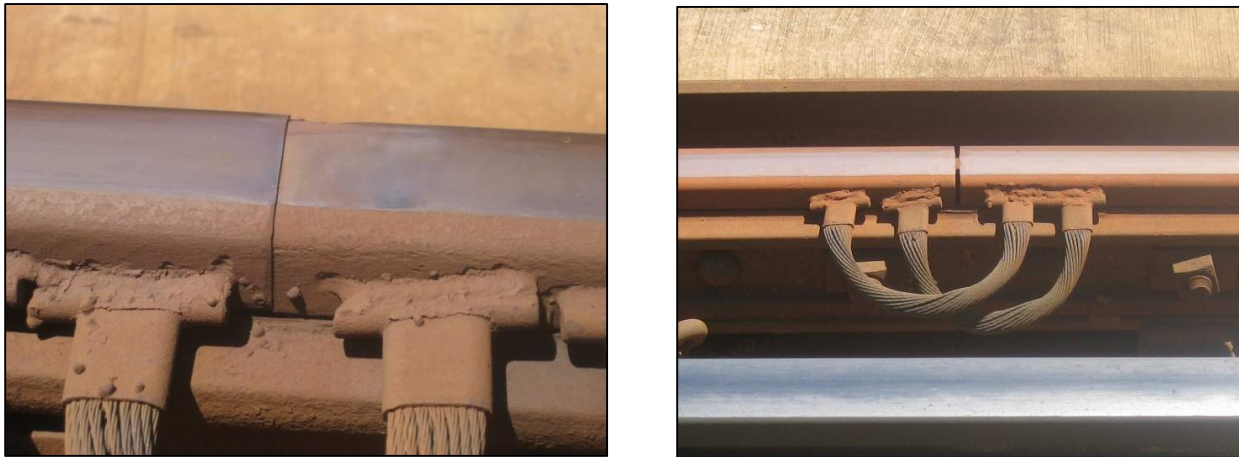


Figure 5-4: Photograph of a Misaligned Track Joint on Track 3 (left) and a Wide-Gap Track Joint on Track 4 (right)

5.1.1.3 Reference Level Assumptions and Prediction Procedure

The noise level measurements from the Fullerton structure have been used to predict future train noise; however, the Fullerton structure has jointed rail and a gap in the concrete deck. The future structure would have welded rail and a completely closed deck. The reference noise levels used in the predictions are shown in **Table 5-2**. The following methodology was used to determine the reference train noise levels based on the noise measurement results:

- The measured SEL at 30 feet above ground level for Track 3 was assumed to represent a closed-deck structure with direct-fixation track with jointed rail at upper story receivers. The SEL is 94.7 dBA.
- A -4 dB adjustment was applied to the Track 3 SEL to adjust for welded rail. This is a conservative assumption considering the data measured at the embankment structure show that track joints can increase noise levels by 4-6 dB and the Guidance Manual recommends a -5 dB adjustment for welded rail. The reference SEL used in the predictions for upper story receivers assuming welded rail is 90.7 dBA.
- The measured noise reduction provided by shielding from the noise barrier and closed deck for train noise from Track 3 is 5.5 dB; however, the gap in the track deck reduces the effectiveness of the noise barrier.
- The noise reduction provided by shielding from the proposed structure and noise barrier is assumed to be 6.5 dB in the prediction model, one decibel greater than the measured noise reduction to account for the gap in the Fullerton structure track deck. The same noise reduction is assumed for all tracks.

- The noise reduction provided by intervening buildings is based on the measurement results presented in **Section 4.1.2.3**. An adjustment of -2.1 dB has been applied for ground level receivers and an adjustment of -7.2 dB has been applied for upper story receivers.

Table 5-2: Reference Noise Levels for Closed-Deck Aerial Structure with Direct-Fixation Track

	Closed-deck Aerial Structure, Direct-Fixation Track
SEL ¹ (dBA), ground floor	84.2
Upper Story Adjustment ²	+6.5
SEL ¹ (dBA), upper story	90.7

Notes: SEL = sound exposure level; dBA = A-weighted decibel

Source: ATS Consulting 2014

¹SEL is for train noise at 50 feet from tracks, 40 mph, and eight-car trains.

²The upper story adjustment is the adjustment used to account for noise shielding from the structure. The upper story SEL is equal to the ground floor SEL plus the upper story adjustment.

5.1.2 Operational Assumptions and Prediction Formulas

The reference train noise level is adjusted using formulas presented in the Guidance Manual to account for distance to the tracks, train speed, and number of trains.

Existing and forecasted train speed and number of train events were provided by CTA. Plots showing the existing and future trains speeds are included in **Appendix D**. The existing and future train volumes for the Red and Purple lines are shown in **Table 5-3** for daytime hours (7 AM to 10 PM), nighttime hours (10 PM to 7 AM), and the peak hour of operation (4 PM to 5 PM).

Table 5-3: Existing and Future Number of Train Events

	Existing (2013)	Future (2021)
Red Line, daytime, eight-car trains	155.7	176.7
Red Line, nighttime, eight-car trains	25.6	25.7
Red Line, nighttime, four-car trains	32.2	34.3
Purple Line, daytime, six-car trains	59.3	67.4
Purple Line, nighttime, six-car trains	8.1	8.1
Red Line, peak hour, eight-car trains	16.0	20.0
Purple Line, peak hour, six-car trains	8.7	14.8

Notes: Daytime = 7 AM - 10 PM; Nighttime = 10 PM - 7 AM; Peak hour = 4 PM - 5 PM

Source: CTA 2014

The train noise is predicted for each of the four tracks and the predicted total future noise is the logarithmic sum of the noise from all of the tracks. The formula used to predict train noise for each track is:

$$L_{dn} = SEL_{ref} + 10 \log(events_{day} + events_{night} \times 10) - 10 \log\left(\frac{Dist}{Dist_{ref}}\right) + 20 \log\left(\frac{V}{V_{ref}}\right) + Shielding - 49.4$$

where:

L_{dn}	=	day-night sound level in a-weighted decibels (dBA)
SEL_{ref}	=	reference SEL in dBA at 50 feet, 40 mph, and eight-car train.
$events_{day}$	=	the number of train events during daytime hours (7 AM to 10 PM) normalized to eight-car trains
$events_{night}$	=	the number of train events during nighttime hours (10 PM to 7 AM) normalized to eight-car trains
$Dist$	=	the distance from the facade of the sensitive receiver to the track centerline
$Dist_{ref}$	=	the reference SEL distance (50 feet)
V	=	the speed of the train as it passes the sensitive receiver
V_{ref}	=	the reference SEL speed (40 mph)
$Shielding$	=	the shielding adjustment, including shielding from both the track structure and any intervening buildings

An additional adjustment has been applied to sensitive receivers near special trackwork. At turnouts and crossovers, there is a gap in the rail where the two rails cross. The wheels striking the ends of the gap increase noise levels near the special trackwork, similar to the increase in noise levels from a wide-gap or misaligned joint. An adjustment of +6 dB is applied when special trackwork would be located within 350 feet of sensitive receivers. This adjustment is consistent with the measured increase in noise levels from wide-gap joints.

The Guidance Manual also presents formulas to account for ground absorption and shielding effects; however, they have not been used for this analysis. The Guidance Manual recommends that ground absorption is zero for areas with hard ground, such as pavement. We assume the entire project area has hard ground; therefore, it would not be appropriate to include a ground absorption adjustment in this analysis. Adjustments for effects from noise shielding from the noise barrier on the structure and from intervening building rows are based on measurement results as presented in **Section 4.1.2.3**.

5.2 Train Noise Mitigation Prediction Models

The noise mitigation measures evaluated include installing ballast-and-tie track on the structure in place of direct-fixation track and installing low-impact frogs at crossovers. Mitigated noise levels are predicted at sensitive receivers using the prediction models presented in the following sections. The prediction model for ballast-and-tie track on an aerial structure is based on reference level noise measurements conducted at an existing CTA structure, and the same operational assumptions and equations applied in the prediction model for project noise presented in **Section 5.1**.

5.2.1 Ballasted Track Train Noise Reference Level

5.2.1.1 Reference Level Measurement Location

A reference level measurement of train noise was conducted at an aerial structure with ballast-and-tie track. Ballast-and-tie track is quieter than direct-fixation track with a concrete deck because the voids in the ballast absorb noise. A reference level measurement of train noise on an aerial structure with ballasted track was conducted east of the Pulaski station on the Orange Line. A photograph of the structure is shown in **Figure 5-5**. Characteristics of the Orange Line structure that influence noise levels are:

- Concrete track deck
- Ballast-and-tie track
- Steel I-beam girders
- Noise barrier along east and west edges of structure

Train noise was measured north of the structure, 50 feet from the southbound track at 5 feet above ground level and at 30 feet above ground level. During the measurement four-car Orange Line trains operated on the southbound and northbound tracks. An aerial photograph of the measurement location is shown in **Figure 5-5**.

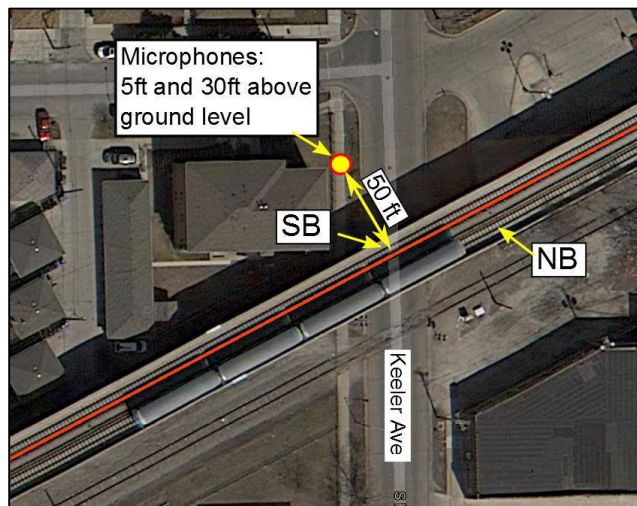


Figure 5-5: Ballast-and-Tie Aerial Structure (left) and Photograph of Microphone Measurement Location (right)

5.2.1.2 Reference Level Measurement Results

The measured noise levels from each train event were inspected to determine typical noise levels from a concrete aerial structure with ballast-and-tie track. The 1/3 octave band spectra of all train events during the measurement duration are shown in **Appendix A**. **Figure 5-6** shows the

average SEL at 5 feet above ground level for both tracks. **Table 5-4** shows the overall A-weighted SEL for both tracks and both microphone positions. The noise levels in both the table and the figure have been normalized to 50 feet, 40 mph, and eight-car trains so the noise levels are directly comparable to the noise levels presented for direct-fixation track.

The key observations from the measured train noise levels are:

- The train noise for the southbound track is about 2 dB louder than the noise levels for the northbound track. The higher noise levels on the southbound track are due to poor track condition.
- The microphone at 30 feet above ground level was not high enough to have direct line-of-sight to either track; therefore, total noise reduction due to shielding from the noise barrier and structure deck cannot be directly calculated from the data.
- The measurements indicate that the noise radiated off of the steel I-beam girders dominate in the 70 Hz to 90 Hz range. If concrete girders were used in place of steel I-beam girders, noise at ground level receivers would be reduced by approximately by 1 decibel.
- The noise from the northbound track at 5 feet above ground level is adopted as the reference SEL to use in the prediction model. The southbound data is not used because the model assumes good track condition.

Table 5-4: Measured Train Noise at Ballast-and-Tie Aerial Structure

Track	SEL ¹ (dBA) (50 feet, 40 mph, eight-car trains)	
	30-foot mic elevation	5-foot mic elevation
Southbound	85.8	84.1
Northbound	83.5	82.0

Notes: SEL = sound exposure level; dBA = A-weighted decibel

Source: ATS Consulting 2014

¹Results for all tracks were normalized to 50 feet, 40mph, and eight-car trains. No adjustments were made for differences in shielding.

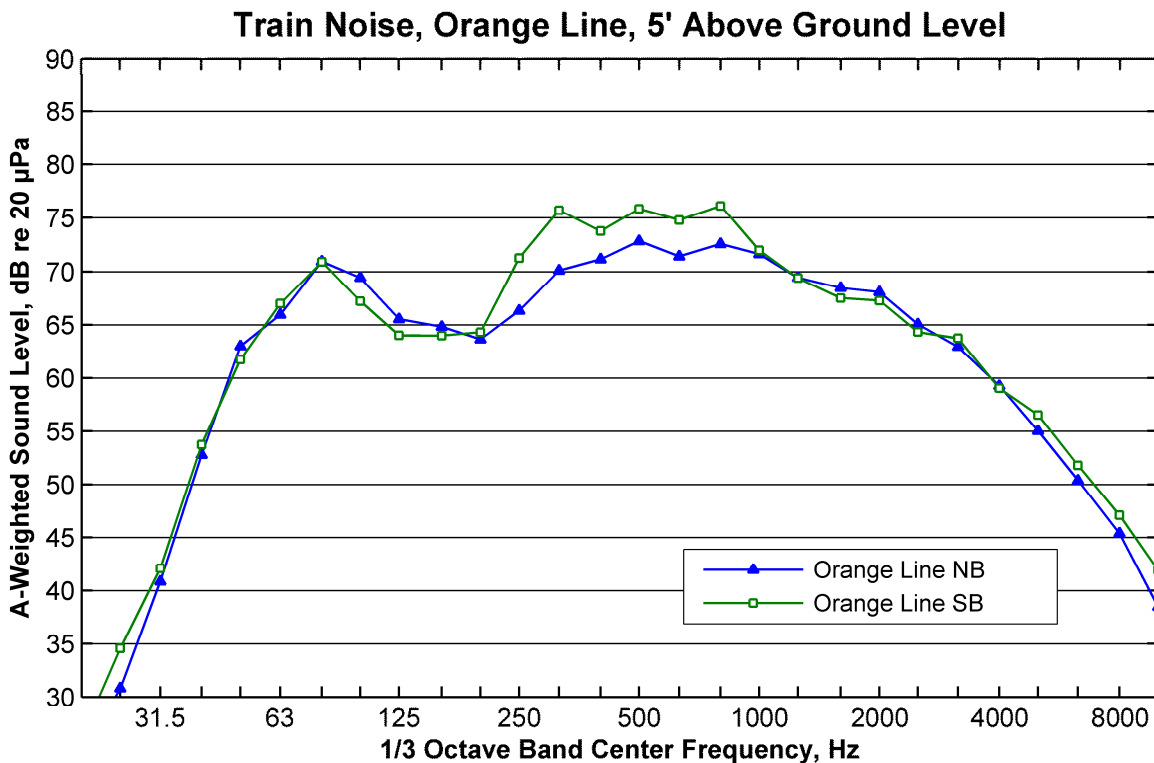


Figure 5-6: Measured Train Noise on the Orange Line Ballast-and-Tie Aerial Structure, Normalized to 50 feet, 40 mph, eight-car trains

5.2.1.3 Reference Level Assumptions and Prediction Procedure

The noise level measurements from the Orange Line aerial structure with ballast-and-tie track are used to predict future mitigated train noise. The reference noise levels used in the predictions are shown in **Table 5-5**. The following methodology was used to determine the reference train noise levels based on the measurement results:

- The measured SEL of 82.0 dBA for the northbound track at 50 feet from the track, 40 mph, eight-car trains, and 5 feet above ground level was used to predict future train noise for a ballast-and-tie aerial structure. This reference level is representative of track in normal (good)

condition. The data from the southbound track is not included because the noise measurements indicate there are a wide gaps or vertically misaligned track joints.

- A +5.5 dB adjustment for upper story receivers is included because upper story receivers do not benefit from the acoustic shielding provided by the noise barrier. The adjustment is the same as the adjustment used for the closed-deck aerial structure with direct-fixation track (+6.5 dB), but reduced by 1 dB to account for the fact that the noise barrier would not effectively reduce noise from the steel girders.
- Noise reduction from intervening buildings was based on measurements conducted in the project area presented in **Section 4.1.2.3**. An adjustment of - 2.1 dB was applied for ground level receivers and a -7.2 dB adjustment was applied for upper story receivers.

Table 5-5: Reference Noise Levels for Aerial Structure with Ballast-and-Tie Track

	Closed-deck Aerial Structure, Ballast-and-Tie Track
SEL ¹ (dBA), ground floor	82.0
Upper Story Adjustment ²	+5.5
SEL ¹ (dBA), upper story	87.5

Notes: SEL = sound exposure level; dBA = A-weighted decibel

Source: ATS Consulting 2014

¹SEL is for train noise at 50 feet from tracks, 40 mph, and eight-car trains.

²The upper story adjustment is the adjustment used to account for noise shielding from the structure. The upper story SEL is equal to the ground floor SEL plus the upper story adjustment.

5.2.2 Low-Impact Frogs

Turnouts and crossovers require special trackwork where two rails cross. The special fixture used where the two rails cross is referred to as a “frog.” Standard frogs have gaps and the wheels must jump across the gap. The wheels striking the ends of the gap increase noise levels near the special trackwork. The prediction assumes typical frogs increase noise levels by 6 dB. There are alternatives to typical frogs that would result in lower noise levels, including flange-bearing frogs and OWL frogs.

Flange-bearing frogs are designed with a ramp so the wheels transition onto their flange through the gap in the special trackwork, providing a smoother transition. For a flange-bearing frog to be effective at reducing noise, the ramp must provide smooth transition of load from the wheel flange to the wheel tread and then back from the flange to the tread. The general consensus is that the ramps should have a grade of 1:20 or possibly 1:40. The predicted mitigated noise level assumes a +3 dB increase from flange-bearing frogs, half the increase assumed for typical frogs.

An OWL frog is designed to be flange-bearing in the diverting direction and have no gap in the mainline direction. The diverting direction of the turnouts in the project area would be used only intermittently to access a storage track or when single track operations are required for

maintenance. The predicted mitigation noise level assumes a zero increase from OWL frogs, because there is no gap in the mainline direction.

5.3 Comparison of Prediction Models

Prediction models have been presented for estimating noise levels from the existing embankment structure, a closed-deck aerial structure with direct-fixation track, and an aerial structure with ballast-and-tie track. This section presents a comparison of the reference noise levels used in each prediction model.

The key observations from **Table 5-6** are:

- At upper story receivers, replacing the embankment structure with an aerial structure with direct-fixation track would increase the train noise by 2.6 dB. A direct-fixation track structure is louder than a ballast-and-tie track structure because the voids in the ballast absorb noise.
- The Guidance Manual suggests an increase of +4 dB for switching from ballasted track to direct-fixation track. The +2.6 dB increase used in this analysis is based on measurements results at the existing embankment structure and a CTA aerial structure similar to what would be built as part of the project. The measured increase may be lower than the suggested increase in the Guidance Manual due to the relatively shallow layer of ballast on the embankment structure, because the absorption of the ballast does not have as large of an effect for higher elevation receivers, or because the ballast has been in place for a number of years and material fouling has reduces the acoustical absorption properties of the ballast.
- At ground floor receivers, replacing the embankment structure with an aerial structure with direct-fixation track would increase train noise by 1.2 dB. There is a smaller increase in train noise at ground floor receivers because the noise barrier on the aerial structure provides more noise reduction than the existing embankment structure.
- At upper story receivers, replacing the embankment structure with an aerial structure with ballast-and-tie track would decrease noise levels by 0.6 dB. The slightly higher noise levels from the existing embankment structure with ballast-and-tie tracks may be attributable to the age of the existing embankment structure and track.
- At ground floor receivers, replacing the embankment structure with an aerial structure with ballast-and-tie track would decrease noise levels by 1.0 dB. The aerial structure with a noise barrier provides more noise shielding to ground floor receivers than the existing embankment structure.

Table 5-6: Comparison of Reference Noise Levels From Different Track Structures

	Existing Embankment Structure, Ballast-and-Tie Track	Closed-deck Aerial Structure, Direct-Fixation Track	Aerial Structure, Ballast-and-Tie track
SEL ¹ (dBA), ground floor	83.0	84.2	82.0
Upper Story Adjustment ² (dBA)	+5.1	+6.5	+5.5
SEL ¹ (dBA), upper story	88.1	90.7	87.5
Difference from existing, ground floor (dBA)	--	+1.2	-1.0
Difference from existing, upper story (dBA)	--	+2.6	-0.6

Source: ATS Consulting 2014

¹SEL is for train noise at 50 feet from tracks, 40 mph, and eight-car trains.

²The upper story adjustment is the adjustment used to account for noise shielding from the structure. The upper story SEL is equal to the ground floor SEL plus the upper story adjustment.

Notes: SEL = sound exposure level; dBA = A-weighted decibel

5.4 Train Vibration Prediction Model

Information about special trackwork and welded rail are based on information provided in the Guidance Manual. The vibration from trains carrying passengers is the only substantial operational vibration source associated with the project.

Section 5.4.1 presents a summary of the train vibration measurements. **Section 5.4.2** presents the operational assumptions used for the predictions including train speed and a summary of the prediction model.

5.4.1 Train Vibration Measurements

5.4.1.1 Train Vibration Measurement Location

Train vibration was measured at the existing Fullerton station structure at the same location as the noise measurement. The structure has a closed, concrete deck with direct-fixation track that extends 200 feet north and south of the station platform.

An aerial photograph indicating the accelerometer positions is shown in **Figure 5-7**. There are four tracks on the structure, labeled Track 1 to Track 4. Southbound trains travel on Tracks 1 and 2 and northbound trains travel on Tracks 3 and 4. During the measurement, eight-car Red Line trains operated on Tracks 2 and 3, and four-car Brown Line trains and six-car Purple Line trains operated on Tracks 1 and 4. Vibration was measured both east and west of the structure at the following locations:

Column under Track 1

- 1 foot from column under Track 1
- 30 feet west of column under Track 1
- 50 feet west of column under Track 1
- 18 feet south of column under Track 1 (between two columns)

Column under Track 4

- 1 foot from column under Track 4
- 25 feet east of column under Track 4
- 31 feet east of column under Track 4
- 50 feet east of column under Track 4

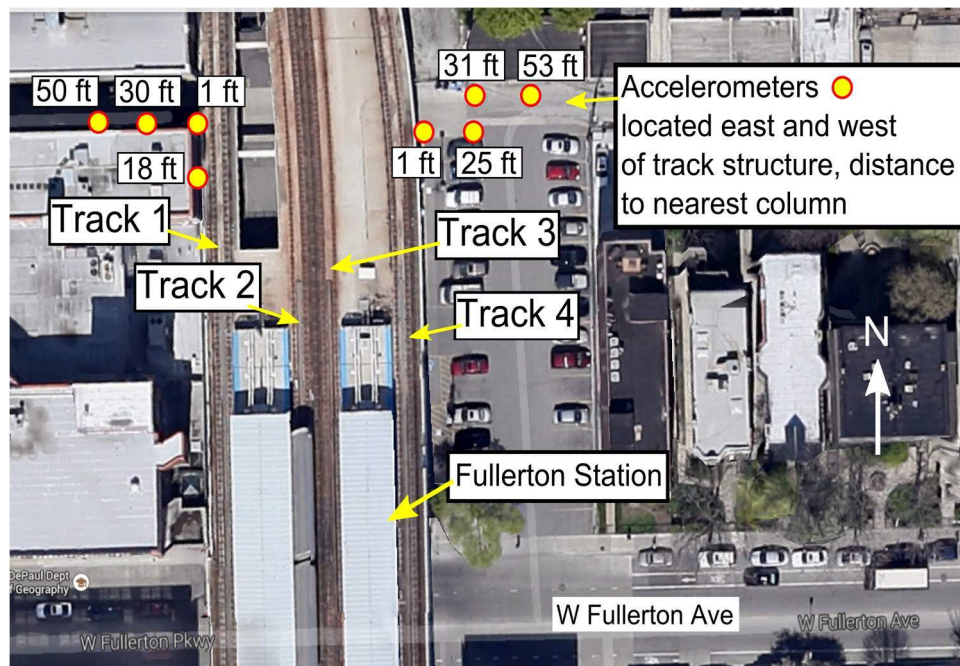


Figure 5-7: Aerial Photograph Showing Vibration Measurement Locations near Fullerton Station Structure

5.4.1.2 Train Vibration Measurement Results

The train vibration measurement results from Fullerton station were inspected to determine typical vibration levels from a closed-deck concrete structure with direct-fixation track. The

highest measured vibration levels were from trains running on Tracks 1 and 4, closest to the measurement locations. Because the FTA impact thresholds for vibration are based on maximum vibration levels, only the vibration levels from Tracks 1 and 4 are presented in this section; however, the measured vibration levels from all train events are presented in **Appendix B**.

Figure 5-8 shows the measured band maximum level at each measurement location and each train event. The key observations from **Figure 5-8** are:

- The vibration levels measured at 25 feet east of the structure showed abnormally high vibration levels compared to the other measurement locations, including the measurement located close by at 31 feet east of the structure. The nearby measurement sites did not have the same high vibration levels, which implies that the high levels at the 25-foot location were due to a localized ground condition that is an anomaly and is not representative of the corridor.
- The vibration levels measured at 50 feet west of the structure showed abnormally low vibration levels compared to all other measurement locations. The low levels are likely due to attenuation from the large building located directly adjacent to the measurement location.
- A best-fit level versus distance curve was derived from the measurement results, excluding the abnormally high vibration levels measured at 25 feet and the low vibration levels measured at 50 feet.
- The data plotted in **Figure 5-8** includes trains traveling on Track 1 at approximately 40 mph and on Track 4 at approximately 25 mph. Interestingly, the vibration levels were similar at the two speeds. Based on the guidance provided in the Guidance Manual, the vibration levels at 40 mph would be expected to be 4 decibels higher than the vibration levels at 25 mph. The lack of an apparent correlation of vibration level with speed can be attributed to the large variations in vibration levels that appear to be due to variations in wheel condition and track condition at CTA plus the fact that the correlation of vibration level with train speed is a complex function of speed, track resonances, wheel condition, rail corrugation, and other factors.

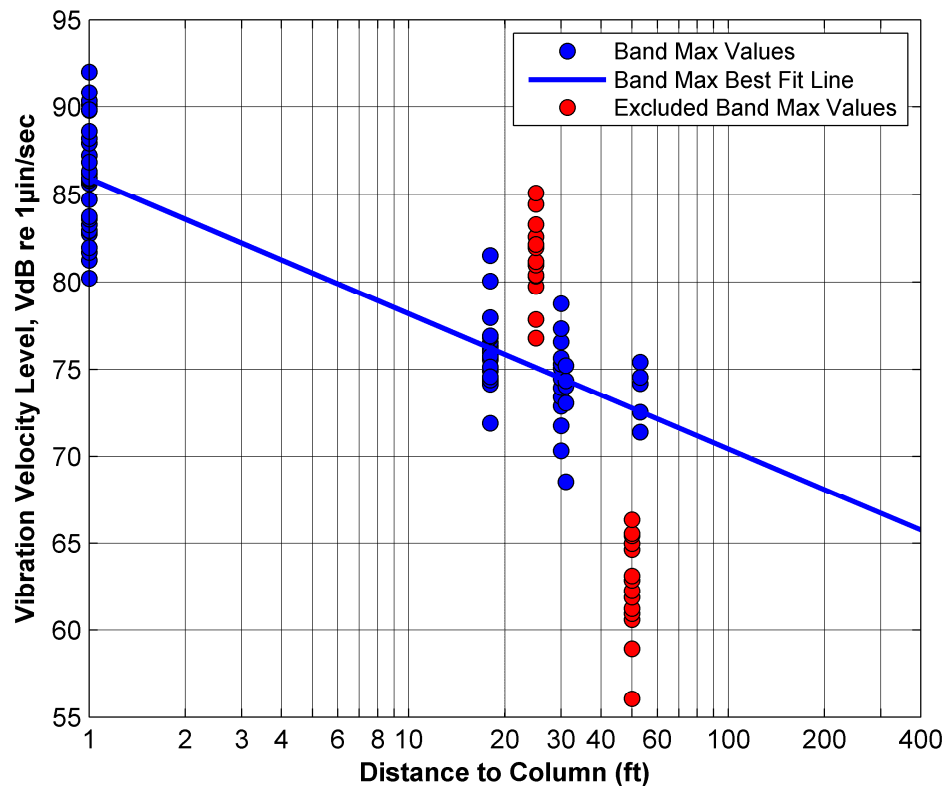


Figure 5-8: Vibration Levels versus Distance near Fullerton Station Structure

5.4.2 Train Vibration Prediction Model and Operational Assumptions

The future vibration levels at sensitive receivers have been predicted by combining the train vibration levels measured at Fullerton station with the vibration decay with distance relationship measured in the project area and presented in **Section 5.4.1**. The measurements completed in the project area have been used to model the vibration decay rate in place of the measurements taken at the Fullerton structure because the vibration decay rate depends on local soil conditions.

One factor that must be accounted for is that the vibration decay rate with distance from the existing embankment would be different than the decay rate from columns of the elevated structure. To account for this, the observed vibration amplitudes and decay rate close to the Fullerton structure columns were used to model vibration levels within 30 feet of a column on the future elevated structure. The decay rate observed at the existing embankment was used to estimate vibration levels at greater distances from the column. The curves used to develop the prediction curve are shown in **Figure 5-9**. The curve for the predicted vibration level versus distance is shown in green is a summary of the steps taken to develop the future vibration versus distance curve:

- The Fullerton structure has jointed rail; however, the future structure would have welded rail. A -4 dB adjustment was applied to the vibration levels measured at Fullerton to adjust for

welded rail. The Guidance Manual recommends a -5 dB adjustment. A -4 dB adjustment was used because it is consistent with the adjustment used in the noise analysis and is conservative compared to the Guidance Manual.

- The vibration versus distance curve measured at Fullerton after adjusting for welded rail was used to estimate vibration levels for receivers that would be located 3 feet to 30 feet from a future column.
- The vibration versus distance slope applied for the existing vibration level predictions was applied for sensitive receivers located more than 30 feet from a column. This decay rate is expected to be a reasonable estimate of how the ground conditions at sensitive receivers would affect vibration levels.

The FTA impact threshold for category 2 land uses is plotted in red in **Figure 5-9**. The predicted vibration level exceeds the threshold at any receivers located less than 24 feet from the nearest column.

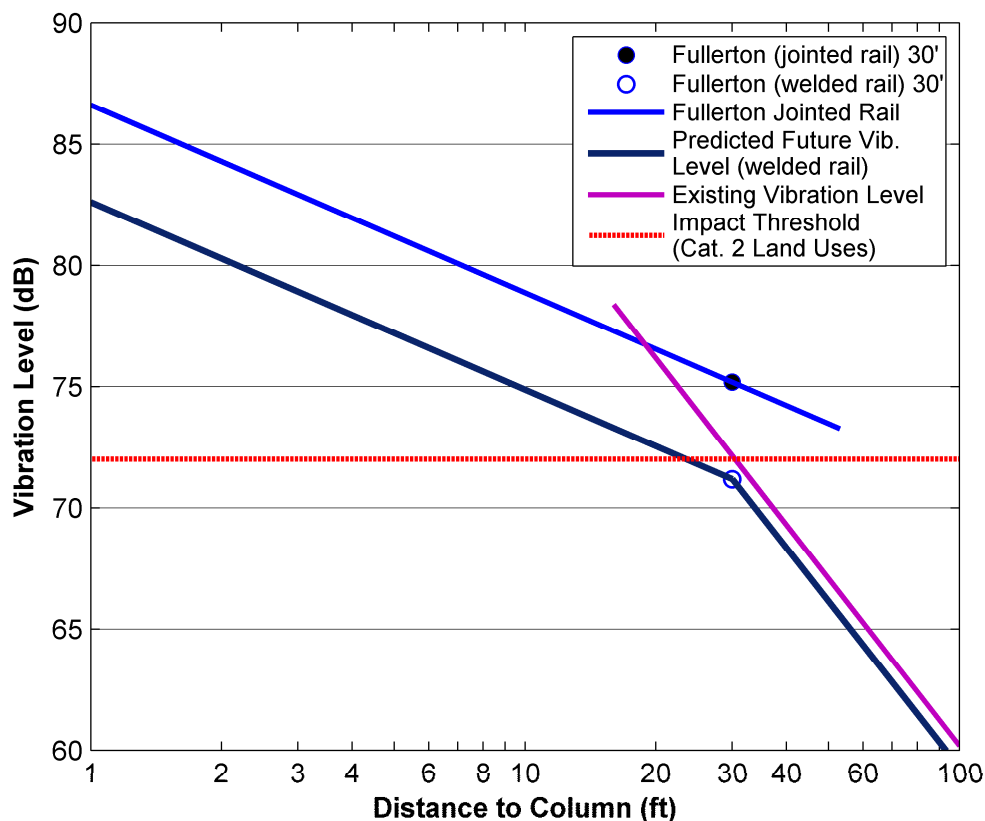


Figure 5-9: Distance-versus-Level Curve Used for Vibration Predictions

The distance-versus-level curve presented in **Figure 5-9** applies to welded track for trains traveling at 40 mph. A speed adjustment of $20 \times \log(\text{speed}/\text{speed}_{ref})$ is recommended in the Guidance Manual for use when no other information about level variations with speed is available. Experience with other transit systems is that vibration level is a complex function of speed that is often closer to $15 \times \log(\text{speed}/\text{speed}_{ref})$. The FTA recommended adjustment has been used because there are no measurement data available and it is more conservative for predicting potential vibration impacts from trains traveling at high speeds.

An additional adjustment is applied to vibration predictions for sensitive receivers near special trackwork. Similar to noise, the wheels striking the gaps in the rail at special trackwork increases vibration levels. An adjustment of +10 dB is applied to sensitive receivers located within 50 feet of special trackwork. At sensitive receivers located farther than 50 feet from special trackwork, the increase in vibration levels is assumed to be $10 \text{ to } 15 \times \log(\text{distance}/50)$.

5.5 Construction Noise Prediction Model

The construction noise prediction model follows the methodology described in the Guidance Manual for a general construction noise assessment. A general construction noise assessment is appropriate for projects in the early assessment stage when the equipment roster and schedule is still undefined.

The construction noise prediction model includes the following assumptions:

- The predicted level includes only the two noisiest pieces of equipment expected to be used in each construction phase.
- The equipment would operate continuously for a period of 1 hour.
- The emission levels of the equipment at 50 feet are taken from **Table 5-7**.
- Free-field conditions are assumed and ground effects are ignored.

Table 5-7: Noise Levels for Typical Construction Equipment

Equipment	Expected Project Use	L_{max}^1 (dBA)
Air compressors	Pneumatic tools and general maintenance (all phases)	81
Backhoe	General construction and yard work	80
Compactor	Soil compaction	82
Concrete Mixer	Mixing concrete	82
Concrete Pump	Pumping concrete	82
Concrete Vibrator	Ensuring good pours of Concrete	76
Crane	Materials handling: removal and replacement	83
Dozer	General construction and materials handling	85
Generator	Powering electrical equipment	81

Equipment	Expected Project Use	L _{max} ¹ (dBA)
Jackhammers	Pavement removal	88
Loader	General construction and materials handling	85
Pile drivers	Support for structures and hillsides	101
Power plants	General construction use: nighttime work	72
Pumps	General construction use: water removal	76
Pneumatic tools	Miscellaneous construction work	85
Spike Driver	Putting spikes in railroad	77
Tie Cutter	Cuts railroad ties	84
Tie Handler	Moves and inserts railroad ties	80
Truck	Materials handling: general hauling	88

Notes: dBA = A-weighted decibel

Source: FTA 2006

¹ Typical maximum noise level under normal operation as measured at 50 feet from the noise source.

5.6 Construction Vibration Prediction Model

The vibration construction model follows the methodology described in the Guidance Manual for a construction vibration damage assessment. The primary concern from construction activities is potential for damage to buildings. Because construction vibration is temporary, it is not usually a major concern for annoyance.

The major pieces of high-vibration construction equipment likely to be used during construction are listed in **Table 5-8**. The reference peak particle velocity (PPV) levels presented in the table are from reference levels provided in the Guidance Manual and from measurements performed during the construction of the D to M Street Rail project in Tacoma, Washington.

The propagation adjustment used to predict vibration at different distances from the equipment is:

$$PPV_{equip} = PPV_{ref} x (D_{ref}/D)^{1.5}$$

where:

PPV_{equip} is the peak particle velocity in in/sec of the equipment adjusted for distance

PPV_{ref} is the reference vibration level in in/sec at distance D_{ref} taken from **Table 5-8**

D is the distance from the equipment to the receiver

Table 5-8: Vibration Levels for Typical Construction Equipment

Equipment	PPV Ref Level at 100 feet (in./sec)
Vibratory pile driver	0.140
Impact pile driver	0.200
Sonic pile driver	0.213
Auger drill rig	0.011
Cranes	0.001
Dozer	0.011
Dump truck	0.010
Front-end loader	0.011
Jackhammer	0.003
Mounted hammer hoe ram	0.190

Sources: FTA 2006; D-to-M Street Rail Project, Tacoma, WA 2009

Section 6

Impacts

6.1 Construction Impacts

6.1.1 Construction Noise

The construction noise analysis considers temporary noise impacts that construction would cause in the project vicinity. Impacts would end when project construction was completed. Construction of a modern closed-deck structure requires the use of heavy earth moving equipment, pneumatic tools, pile drivers, and other equipment.

Table 6-1 shows the predicted construction noise levels for three different construction phases. The three different phases are:

1. **Demolition, Site Preparation, and Utilities Relocation:** Major noise-producing equipment expected to be used during the demolition phase of the project include trucks and jackhammers. The predicted $L_{eq}(1hr)$ is 91 dBA at residences 50 feet away. Other noise sources are likely to include air compressors, backhoes, cranes, dozers, generators, loaders, pumps, and power plants.
2. **Structures Construction, Track Installation, and Paving Activities:** The loudest noise sources during construction of the aerial structure would include loaders, trucks, and cranes. Concrete mixers, concrete pumps, and concrete vibrators would be required to construct the structure itself. The predicted $L_{eq}(1hr)$ is 90 dBA at a distance of 50 feet. Note that while pile driving may take place during this phase of construction, it is not included in this part of the analysis because pile driving is an impulse noise source rather than a continuous noise source. It doesn't accurately represent construction noise over time and is treated separately.
3. **Miscellaneous Activities:** This phase occurs after the heavy construction of the structure and tracks and includes the installation of railings and signs as well as other activities. The predicted $L_{eq}(1hr)$ is 90 dBA at a distance of 50 feet from the site. Construction noise from this phase would likely be for a short period of time due to the less intensive nature of the work.

The predicted construction noise levels in **Table 6-1** exceed the FTA daytime impact thresholds for sensitive receivers located within 50 feet of the construction activities.

Table 6-1: Predicted Noise Levels for Typical Construction Phases

Scenario ¹	Equipment ²		Predicted $L_{eq}(1hr)^3$ (dBA)		Impact threshold $L_{eq}(1hr)$ (dBA)	
	Two Loudest Pieces	Additional Equipment	10 feet	50 feet	Day	Night
Demolition, site preparation, and utilities relocation	Trucks, Jackhammers	Air compressors, backhoes, cranes, dozers, generators, loaders, pumps, power plants	105	91	90	80
Structures construction, track installation	Trucks, Loaders	Air compressors, backhoes, cement mixers, concrete pumps, concrete vibrators, cranes, generators, pumps, power plants	104	90	90	80
Miscellaneous activities	Trucks, Loaders	Air compressors, backhoes, cranes, pneumatic tools, pumps	104	90	90	80

L_{eq} = equivalent continuous sound level; dBA = A-weighted decibel

¹ Operational conditions under which the noise levels are projected.

² Normal equipment in operation under the given scenario.

³ L_{eq} is the combined noise of the two loudest pieces of equipment. This is a worst case scenario in which the equipment is being used continuously for an hour.

In addition to the construction activities presented in **Table 6-1**, pile driving may be required to support permanent structures such as the aerial track structure. Pile driving can produce maximum short-term noise levels of 101 dBA at 50 feet. Actual levels vary and depend on the distance and topographical conditions between the pile driving location and the receiver location. An alternative to impact pile driving is to drill holes and use impact only to set piles.

6.1.2 Construction Vibration

High vibration activities during construction include demolition of buildings, construction of aerial structures, pavement breaking, ground compaction and pile driving. Pile drivers may be used to drive the piles into soil to provide support to columns of elevated structures.

Table 6-2 presents the distance beyond which the damage risk criteria would not be expected to be exceeded for the major vibration-generating pieces of equipment. It is important to note that the vibration limits are the levels at which there is a risk for damage, not the level at which damage would occur. The distances to the impact threshold is calculated for the four different building categories presented in **Table 6-2**.

The key results from **Table 6-2** are:

- Most of the equipment can be operated without risk of damage at distances of 15 feet or greater from non-engineered timber and masonry buildings or at distances of 8 feet or greater

from reinforced concrete buildings. The exceptions are the mounted hammer hoe ram and pile drivers.

- Predicted vibration levels from pile driving are likely to exceed the damage thresholds at the closest receivers; however, alternate pile driving methods can reduce vibration levels. For example, sonic pile drivers at lower settings or pre-drilled holes can be operated closer to buildings without exceeding the damage thresholds.

Table 6-2: Distance to Construction Vibration Impact Thresholds

Equipment	PPV Ref Level at 100 feet (in./sec)	Distance to Impact Thresholds (feet)			
		Damage Criteria 0.5 in./sec PPV ¹	Damage Criteria 0.3 in./sec PPV ²	Damage Criteria 0.2 in./sec PPV ³	Damage Criteria 0.12 in./sec PPV ⁴
Vibratory pile driver	0.140	43	60	79	111
Impact pile driver	0.200	54	76	100	141
Sonic pile driver	0.213	57	80	104	147
Auger drill rig	0.011	8	11	14	20
Cranes	0.001	2	2	3	4
Dozer	0.011	8	11	14	20
Dump truck	0.010	7	10	14	19
Front-end loader	0.011	8	11	14	20
Jackhammer	0.003	3	5	6	9
Mounted hammer hoe ram	0.190	52	74	97	136

¹ The impact threshold for reinforced concrete, timber, or steel buildings (no plaster) is 0.5 in./sec PPV.

² The impact threshold for engineered concrete and masonry buildings (no plaster) is 0.3 in./sec PPV.

³ The impact threshold for non-engineered timber and masonry buildings is 0.2 in./sec PPV.

⁴ The impact threshold for buildings extremely susceptible to vibration damage is 0.12 in./sec PPV.

6.2 Operation Impacts

Noise and vibration impacts were identified using the prediction models presented in **Section 5**. Recommended mitigation measures for all sensitive receivers where impact is predicted are included in **Section 5.2**.

6.2.1 No Build Alternative

6.2.1.1 Operational Noise

There is no predicted change in noise levels for the No Build Alternative; therefore, the noise levels for the No Build Alternative do not exceed the FTA impact thresholds and no noise impact is predicted.

6.2.1.2 Operational Vibration

The vibration levels for the No Build Alternative are expected to remain the same as under existing conditions; therefore, the vibration levels for the No Build Alternative to do not exceed the FTA impact thresholds and no vibration impact is predicted.

6.2.2 Build Alternative

6.2.2.1 Operational Noise

Changes in noise levels as a result of the Build Alternative would result from an increase in the number of train trips, relocation of the tracks within the project right-of-way, and the change in track structure. The Build Alternative assumes a closed-deck aerial structure with direct-fixation track and a noise barrier on the east and west edges of the structure, similar to the existing Fullerton station structure on the Red Line south of the project area.

There were 68 clusters of noise-sensitive receivers identified within 350 feet of the alignment, of which 18 are predicted to have a moderate permanent noise impact and 2 are predicted to have a severe permanent noise impact before mitigation, as shown on **Figure 6-1**. **Table 6-3** presents the existing noise levels, predicted future noise levels, and the FTA allowable noise increase for moderate and severe noise impacts. The right-most column indicates the sensitive receivers where moderate or severe impact is predicted.

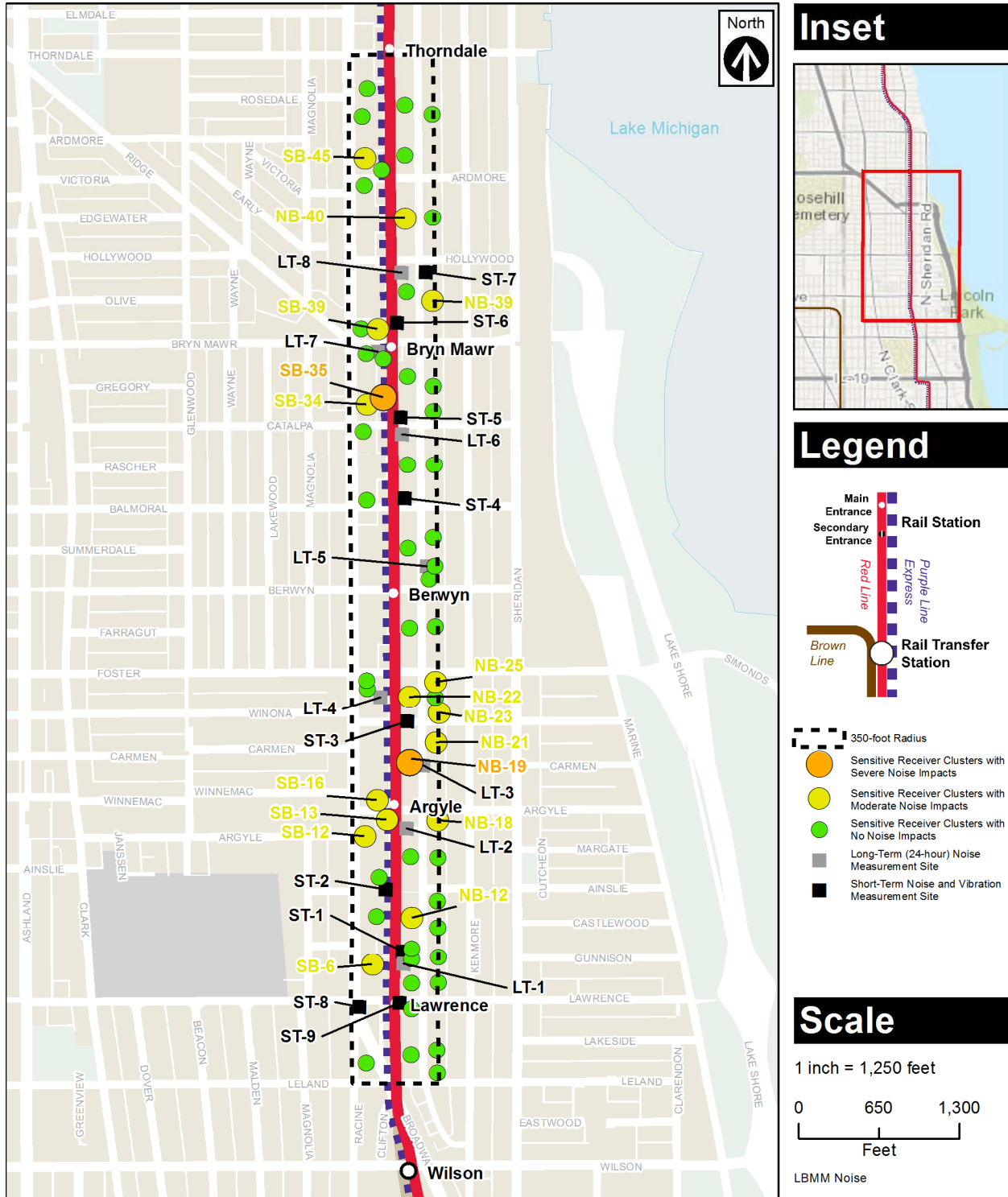


Figure 6-1: Noise Measurement Locations and Locations of Noise-Sensitive Receiver Clusters with Noise Impacts Before Mitigation

Table 6-3: Predicted Noise Levels at Sensitive Receivers

Sensitive Receiver ID	Sensitive Receiver Description	Existing Noise Level	Predicted Noise Level under Build Alternative	Increase in Noise Level	FTA Allowable Noise Increase		Level of Impact (before Mitigation)
		(L _{dn} in dBA)	(L _{dn} in dBA)	(dB)	Moderate Impact (dB)	Severe Impact (dB)	
NB-01	MFR	72.9	66.8	-6.2	0.6	2.4	--
NB-02	School	53.4 ²	55.8 ²	2.4	7.1	12.4	--
NB-03	MFR	63.4	57.9	-5.5	1.6	4.0	--
NB-03b	MFR	70.8	66.5	-4.3	1.0	2.7	--
NB-05	MFR	76.9	71.6	-5.3	0.3	2.0	--
NB-07	Theater	64.2 ²	65.5 ²	1.3	3.6	7.4	--
NB-08	MFR	55.6	56.1	0.5	3.0	6.8	--
NB-09	MFR	64.0	64.0	0.0	1.5	3.9	--
NB-10	MFR	57.0	57.4	0.4	2.6	6.2	--
NB-12	MFR	70.3	71.8	1.5	1.0	2.7	Moderate
NB-13	MFR	59.0	59.5	0.4	2.2	5.4	--
NB-14	MFR	61.2	61.6	0.4	1.9	4.6	--
NB-16	MFR	68.1	68.9	0.8	1.2	3.0	--
NB-17	MFR	57.3	57.8	0.5	2.6	6.1	--
NB-18	MFR	63.1	65.5	2.4	1.6	4.1	Moderate
NB-19	MFR	68.4	72.9	4.6	1.1	3.0	Severe
NB-21	MFR	58.4	63.6	5.2	2.3	5.6	Moderate
NB-22	School	66.7 ¹	73.2 ¹	6.5	3.1	6.6	Moderate
NB-23	SFR	58.1	63.4	5.3	2.4	5.7	Moderate
NB-25	MFR	58.9	64.2	5.3	2.2	5.4	Moderate
NB-26	MFR	73.9	72.2	-1.7	0.5	2.3	--
NB-27	MFR	63.3	58.0	-5.4	1.6	4.0	--
NB-28	MFR	74.4	69.2	-5.2	0.5	2.3	--
NB-29	MFR	61.9	58.3	-3.5	1.8	4.4	--
NB-31	MFR	58.4	59.1	0.7	2.3	5.6	--
NB-32	MFR	70.4	70.3	-0.1	1.0	2.7	--
NB-33	MFR	60.1	61.9	1.7	2.0	5.0	--
NB-34	MFR	61.2	61.0	-0.1	1.9	4.7	--
NB-35	MFR	67.2	67.9	0.7	1.2	3.2	--
NB-36	MFR	57.5	58.2	0.6	2.5	6.0	--
NB-38	MFR	67.1	68.0	0.9	1.2	3.2	--
NB-39	MFR	58.9	59.6	0.7	2.2	5.4	--

Sensitive Receiver ID	Sensitive Receiver Description	Existing Noise Level	Predicted Noise Level under Build Alternative	Increase in Noise Level	FTA Allowable Noise Increase		Level of Impact (before Mitigation)
		(L _{dn} in dBA)	(L _{dn} in dBA)	(dB)	Moderate Impact (dB)	Severe Impact (dB)	
NB-39b	MFR	66.0	68.0	2.0	1.3	3.4	Moderate
NB-39c	MFR	65.7	67.6	1.9	1.3	3.5	Moderate
NB-39d	MFR	65.8	67.6	1.9	1.3	3.5	Moderate
NB-40	MFR	70.4	71.9	1.5	1.0	2.7	Moderate
NB-41	MFR	60.0	60.9	0.9	2.0	5.0	--
NB-42	MFR	70.0	69.3	-0.7	1.0	2.8	--
NB-43	MFR	56.5	56.9	0.3	2.8	6.4	--
NB-44	School	65.3 ¹	66.2 ¹	0.9	3.4	7.0	--
SB-02	Theater	57.7 ¹	55.0 ¹	-2.7	2.5	5.9	--
SB-03	MFR	61.8	56.6	-5.2	1.8	4.5	--
SB-04	MFR	65.5	61.3	-4.2	1.4	3.5	--
SB-06	MFR	66.8	68.9	2.2	1.3	3.3	Moderate
SB-10	School	66.6 ¹	69.0 ¹	2.4	3.2	6.7	--
SB-12	MFR	64.8	66.9	2.1	1.4	3.7	Moderate
SB-13	MFR	72.6	73.7	1.1	0.7	2.4	Moderate
SB-14	MFR	54.5	54.9	0.4	3.3	7.4	--
SB-15	School	55.4 ¹	57.7 ¹	2.3	6.2	11.3	--
SB-16	MFR	67.5	69.2	1.7	1.2	3.2	Moderate
SB-18	MFR	64.6	66.4	1.9	1.4	3.7	Moderate
SB-19	School	56.1 ¹	58.7 ¹	2.5	6.0	10.9	--
SB-21	Church	59.2 ¹	61.6 ¹	2.4	4.9	9.4	--
SB-22	MFR	60.9	62.7	1.8	1.9	4.7	--
SB-23	MFR	56.8	57.3	0.6	2.7	6.3	--
SB-28	MFR	62.9	61.4	-1.5	1.6	4.2	--
SB-31	MFR	60.2	60.9	0.7	2.0	5.0	--
SB-34	MFR	61.1	63.0	1.9	1.9	4.7	Moderate
SB-35	MFR	73.6	76.2	2.6	0.6	2.3	Severe
SB-36	MFR	58.7	60.9	2.2	2.3	5.5	--
SB-37	MFR	74.4	74.4	0.0	0.5	2.3	--
SB-38	MFR	56.4	58.7	2.2	2.8	6.4	--
SB-39	MFR	67.1	69.2	2.1	1.2	3.2	Moderate
SB-42	MFR	64.9	63.5	-1.4	1.4	3.7	--
SB-45	MFR	60.9	62.9	1.9	1.9	4.7	--

Sensitive Receiver ID	Sensitive Receiver Description	Existing Noise Level	Predicted Noise Level under Build Alternative	Increase in Noise Level	FTA Allowable Noise Increase		Level of Impact (before Mitigation)
		(L _{dn} in dBA)	(L _{dn} in dBA)	(dB)	Moderate Impact (dB)	Severe Impact (dB)	
SB-45b	MFR	67.2	69.7	2.5	1.2	3.2	Moderate
SB-46	MFR	71.7	71.3	-0.3	0.8	2.5	--
SB-48	MFR	61.7	62.2	0.5	1.8	4.5	--

Notes: L_{dn} = 24-hour day-night level; MFR = multifamily residence; SFR = single-family residence; L_{eq} = equivalent continuous sound level; L_{dn} = day-night average sound level; dBA = A-weighted decibel

¹Existing and predicted noise levels for Category 3 land uses (schools, churches, and theaters) are the L_{eq} of the peak hour.

Many of the predicted impacts are at sensitive receivers located near Winona Street and Foster Avenue, because crossovers would be installed near these receivers as part of the project and crossovers can increase noise levels by 6 dB. Impact is also predicted at many of the sensitive receivers located closest to the tracks. These sensitive receivers have very high existing noise levels which results in very low allowable noise increases using the FTA noise impact criteria. The change in noise levels from the increase in train volumes and the change in track structure from ballast-and-tie to direct-fixation exceeds the threshold at many of the receivers with the highest levels of existing noise.

6.2.2.2 Operational Vibration

Changes in the vibration levels with the build alternative would result from a change in the track structure and the relocation of the structure closer to some sensitive receivers. The Build Alternative assumes a closed-deck aerial structure with direct-fixation track. The columns of the new aerial structure could be placed as close as 3 feet from existing buildings.

Of the 68 sensitive receiver clusters identified within 350 feet of the alignment, 12 clusters are predicted to have vibration impacts that meet or exceed the FTA impact threshold before mitigation, shown on **Figure 6-2**. **Table 6-4** presents the estimated worst-case distance to the future column, existing vibration levels, the FTA impact threshold, and predicted future vibration levels. The right-most column indicates the sensitive receivers where impact is predicted. The predictions apply to the trains operating on the track closest to the sensitive receivers (Track 1 for receivers west of the structure and Track 4 for the receivers east of the structure) and assume Purple Line train speeds, which is a worst-case assumption.

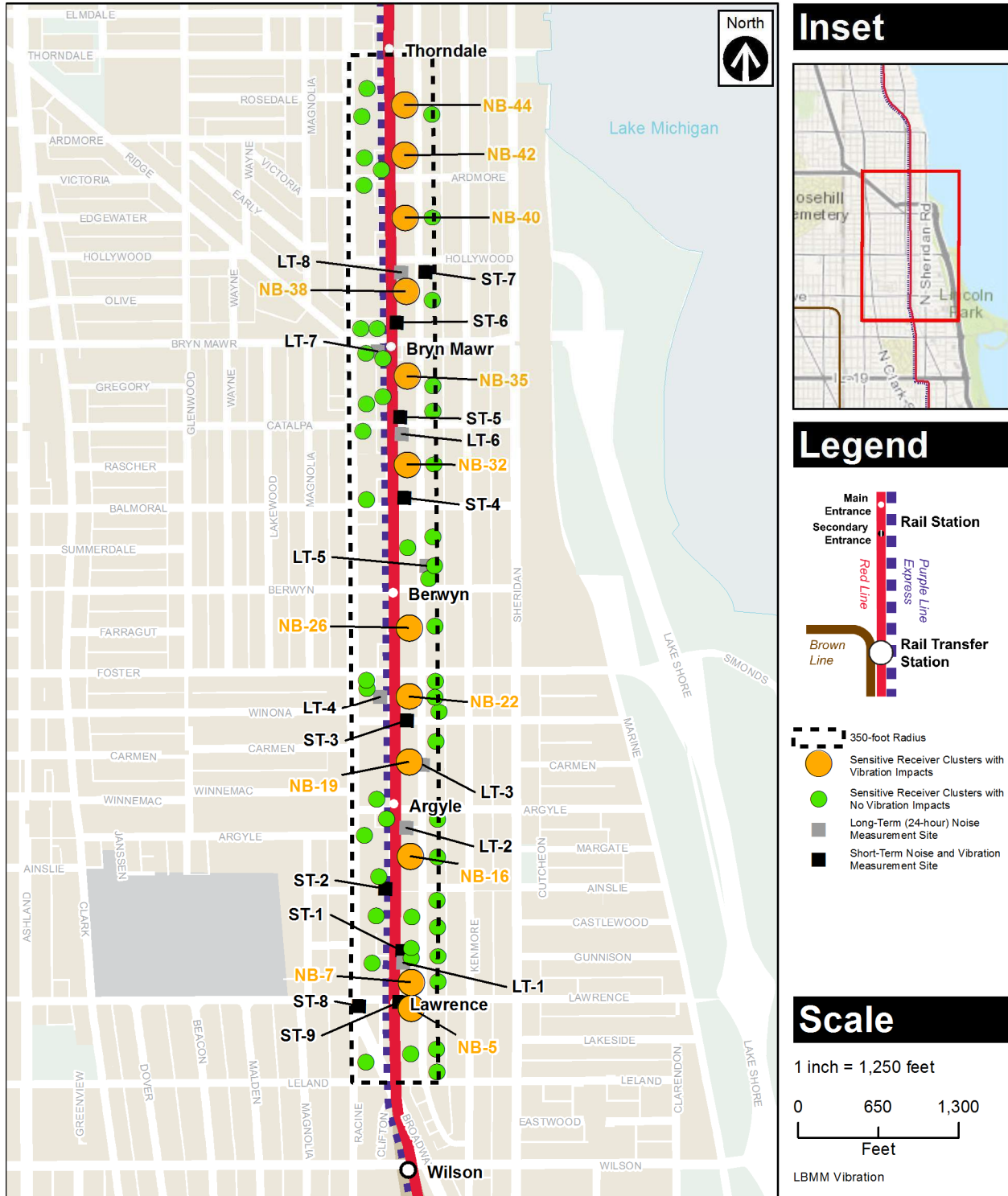


Figure 6-2: Vibration Measurement Locations and Locations of Sensitive Receivers with Vibration Impacts Before Mitigation

Table 6-4: Predicted Vibration Levels at Sensitive Receivers

Sensitive Receiver ID	Sensitive Receiver Description	Distance to Near Column (feet)	Existing L_v (VdB) (Band Max.) ¹	Predicted L_v under Build Alternative (VdB) (Band Max.)	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
NB-01	MFR	3	78	77	81	No	--
NB-02	School	241	49	49	78	No	--
NB-03	MFR	235	49	50	72	No	--
NB-03b	MFR	231	50	50	72	No	--
NB-05	MFR	3	75	78	78	Yes	< 1
NB-07	Theater	12	74	77	78	Yes	< 1
NB-08	MFR	235	53	54	72	No	--
NB-09	MFR	63	65	67	72	No	--
NB-10	MFR	236	53	54	72	No	--
NB-12	MFR	80	63	64	72	No	--
NB-13	MFR	236	53	54	72	No	--
NB-14	MFR	236	53	54	72	No	--
NB-16	MFR	3	74	82	77	Yes	5
NB-17	MFR	221	53	54	72	No	--
NB-18	MFR	206	53	55	72	No	--
NB-19	MFR	3	74	92	77	Yes	15
NB-21	MFR	222	53	54	72	No	--
NB-22	School	3	74	92	78	Yes	14
NB-23	SFR	277	51	52	72	No	--
NB-25	MFR	208	53	55	72	No	--
NB-26	MFR	3	84	92	87	Yes	5
NB-27	MFR	199	54	55	72	No	--
NB-28	MFR	3	84	82	87	No	--
NB-29	MFR	209	53	55	72	No	--
NB-31	MFR	219	53	54	72	No	--
NB-32	MFR	3	74	82	77	Yes	5
NB-33	MFR	233	53	54	72	No	--
NB-34	MFR	221	53	54	72	No	--
NB-35	MFR	3	74	82	77	Yes	5
NB-36	MFR	209	53	55	72	No	--
NB-38	MFR	23	68	75	72	Yes	3
NB-39	MFR	208	53	55	72	No	--
NB-39b	MFR	221	53	54	72	No	--
NB-39c	MFR	246	52	53	72	No	--

Sensitive Receiver ID	Sensitive Receiver Description	Distance to Near Column (feet)	Existing L _v (VdB) (Band Max.) ¹	Predicted L _v under Build Alternative (VdB) (Band Max.)	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
NB-39d	MFR	246	52	53	72	No	--
NB-40	MFR	3	74	82	77	Yes	5
NB-41	MFR	208	53	55	72	No	--
NB-42	MFR	3	74	82	77	Yes	5
NB-43	MFR	246	53	53	72	No	--
NB-44	School	3	74	82	78	Yes	4
SB-02	Theater	308	50	51	72	No	--
SB-03	MFR	330	46	47	72	No	--
SB-04	MFR	142	54	55	72	No	--
SB-06	MFR	149	56	58	72	No	--
SB-10	School	12	74	77	78	No	--
SB-12	MFR	167	56	57	72	No	--
SB-13	MFR	15	76	76	79	No	--
SB-14	MFR	360	49	49	72	No	--
SB-15	School	172	56	57	78	No	--
SB-16	MFR	80	64	64	72	No	--
SB-18	MFR	360	49	49	72	No	--
SB-19	School	360	49	49	78	No	--
SB-21	Church	170	56	57	78	No	--
SB-22	MFR	140	58	59	72	No	--
SB-23	MFR	360	49	49	72	No	--
SB-28	MFR	185	55	56	72	No	--
SB-31	MFR	190	55	56	72	No	--
SB-34	MFR	110	60	61	72	No	--
SB-35	MFR	9	79	78	82	No	--
SB-36	MFR	110	60	61	72	No	--
SB-37	MFR	9	79	78	82	No	--
SB-38	MFR	200	55	55	72	No	--

Sensitive Receiver ID	Sensitive Receiver Description	Distance to Near Column (feet)	Existing L_v (VdB) (Band Max.) ¹	Predicted L_v under Build Alternative (VdB) (Band Max.)	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
SB-39	MFR	80	63	64	72	No	--
SB-42	MFR	110	60	61	72	No	--
SB-45	MFR	165	56	57	72	No	--
SB-45b	MFR	165	56	57	72	No	--
SB-46	MFR	9	79	78	82	No	--
SB-48	MFR	122	59	60	72	No	--

Notes: L_v = vibration velocity level; VdB = decibels referenced to 1 microinch per second; MFR = multifamily residence; SFR = single-family residence

¹The band maximum is the vibration level from the maximum 1/3 octave band of the L_{max} spectra.

Almost all of the impacts occur at sensitive receivers located close to the project right-of-way where the column could be located as close as 3 feet to the existing building. The highest vibration levels are predicted at sensitive receivers located close to a crossover. Crossovers can increase vibration levels by as much as 10 VdB.

Section 7

Potential Mitigation Measures

7.1 Construction Mitigation Measures

7.1.1 Construction Noise

Construction of the project is exempt from the City's noise limits; however, predicted construction noise levels do exceed the limits provided in the Guidance Manual. Construction noise impacts can be reduced with operational methods, scheduling, equipment choice, and acoustical treatments. The following best-practice noise mitigation measures should be implemented to minimize annoyance from construction noise:

- Whenever possible, conduct all construction activities during the daytime and during weekdays.
- Require contractors to use best available control technologies to limit excessive noise when working near residences.
- Where practical, erect temporary noise barriers between noisy activities and the noise-sensitive receivers.
- Use cast-in-place drilled holes caissons or drilled piers rather than impact-driven piles to reduce excessive noise.
- Adequately notify the public of construction operations and schedules. Methods such as construction-alert publications and postings to the CTA website should be used.
- Use smart backup alarms during nighttime work that automatically adjust (lower) the alarm level or tone based on the background noise level, or switch off back-up alarms and replace with spotters.
- Implement noise-deadening measures for truck loading and operations.
- Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.
- Use acoustic enclosures, shields, or shrouds for equipment and facilities.
- Install high-grade engine exhaust silencers and engine-casing sound insulation.
- Prohibit aboveground jack hammering and impact pile driving during nighttime hours.
- Minimize the use of generators or use whisper-quiet generators to power equipment.
- Limit use of public address systems.

- Use movable noise barriers at the source of the construction activity, if possible.

7.1.2 Construction Vibration

Construction vibration levels may exceed the construction vibration damage criteria at some of the closest receivers. The following precautionary vibration mitigation strategies are recommended to minimize the potential for damage to any structures in the corridor:

- A vibration-monitoring plan will be developed during final design to ensure appropriate measures will be taken to avoid any damage to buildings during construction.
- Pre-construction survey: Before beginning construction, undertake a survey of any buildings where the predicted construction vibration level exceeds the damage risk criteria. The survey should include inspection of building foundations and photographs of existing conditions. The survey should be used to establish baseline, pre-construction conditions.
- Less vibration-intensive construction equipment or techniques should be used to the extent possible near vibration-sensitive buildings.
- If pile driving is required near a vibration sensitive building, then vibration levels should be monitored during pile driving to ensure that vibration levels remain below the FTA damage criteria

7.2 Operational Mitigation Measures

7.2.1 Noise

Noise impacts at sensitive receivers where predicted noise levels exceed the FTA impact thresholds are identified in **Section 6**. FTA defines two levels of impact: moderate impact and severe impact. FTA's policy on noise mitigation is that it should be considered when there is moderate impact and when there is severe impact, noise mitigation should be implemented unless there are compelling reasons why mitigation is not feasible.

A closed, concrete deck structure, noise barrier along the edges of the structure, and welded rail are assumed to be part of the project. Lower noise levels associated with these features are taken into account in the predicted noise levels presented in **Section 6**, and therefore are not considered as potential mitigation measures. Increasing the height of the noise barrier on the structure is also not considered as a potential mitigation measure because the majority of the noise impacts are at upper story sensitive receivers where a higher noise barrier would not be effective at lowering noise levels. In addition, good wheel and track condition is assumed for both existing noise conditions and future noise conditions. Changes to wheel or track maintenance are not considered as potential mitigation measures.

The following mitigation measures could be incorporated into the project to reduce noise levels at sensitive receivers:

- Low-impact frog. A low-impact frog has continuous rail in the mainline direction, so there is no increase in noise from the crossover for trains traveling in the mainline direction. There are alternative low-impact frogs, such as monoblock frogs, that may also be used to minimize noise impact from crossovers.
- Ballast-and-tie track. Ballast is an absorptive material, so it reflects less noise than a concrete deck which results in lower noise levels for ballast-and-tie track compared to direct-fixation track.
- Apply an absorptive material on a concrete deck with direct-fixation track. Although not common, there are several examples of this approach being used as a noise mitigation measure on Asian and European transit systems.
- Residential sound insulation for upper story receivers or receivers without outdoor land uses. Assessment of the existing sound insulation at sensitive receivers may show that additional sound insulation is not warranted and no further mitigation measure is necessary.

Table 7-1 presents the sensitive receivers where severe impact is predicted. At sensitive receivers with severe impacts, noise mitigation measures should be implemented unless there are compelling reasons why it is not feasible. The table presents a potential mitigation measure for each receiver that would reduce predicted noise levels to below the moderate impact threshold.

Table 7-1: Potential Mitigation Measures for Severe Noise Impacts

Sensitive Receiver Number	Sensitive Receiver Description	Number of Units ¹	Level ²	Mitigation Measure	Amount Exceeds Moderate (dBA)	Change with Mitigation (dBA)	Residual Impact
NB-19	MFR	92	Upper story	OWL Frog	3.4	-6.0	No
SB-35	MFR	90	Upper story	Ballast-and-Tie Track	2.0	-3.2	No

Notes: MFR = multifamily residence; dBA = A-weighted decibel

¹ Number of Units is an estimate of the number of residential units in a cluster. For institutional land uses, such as schools, the Number of Units is 1.

² Level indicates if the sensitive receiver is at the ground floor or on an upper story. If a cluster has both ground floor and upper story receivers, upper story is assumed as a worst-case noise condition.

Table 7-2 presents the sensitive receivers where moderate impact is predicted. At sensitive receivers with moderate impact, noise mitigation measures should be considered; however, final mitigation recommendations should take into account cost, number of receivers affected, amount of noise reduction provided to receivers, existing ambient noise levels, and other factors as described in the Guidance Manual (Section 3.2.5).

Table 7-2 presents a potential mitigation measure for each receiver that would reduce predicted noise levels to below the moderate impact threshold. For sensitive receivers that are not located near crossovers, the mitigation measure presented in the table is ballast-and-tie track; however, if it is not feasible or reasonable to construct an aerial structure with ballast-and-tie track due to engineering or cost constraints, an alternative mitigation option should be considered.

Table 7-2: Potential Mitigation Measures for Moderate Noise Impacts

Sensitive Receiver ID	Sensitive Receiver Description	Number of Units ¹	Level	Mitigation Measure	Amount Exceeds Moderate (dBA)	Change with Mitigation (dBA)	Residual Impact
NB-12	MFR	152	Upper story	B&T Track	0.4	-3.2	No
NB-18	MFR	18	Upper story	B&T Track	0.8	-3.2	No
NB-22	School	1	Upper Story	OWL Frog	3.4	-6	No
NB-23	SFR	3	Ground floor	OWL Frog	2.9	-6	No
NB-25	MFR	35	Ground floor	OWL Frog	3.0	-6	No
NB-39b	MFR	14	Upper story	B&T Track	0.7	-3.2	No
NB-39c	MFR	4	Upper story	B&T Track	0.6	-3.2	No
NB-39d	MFR	6	Upper story	B&T Track	0.5	-3.2	No
NB-40	MFR	126	Ground floor	B&T Track	0.5	-2.2	No
SB-06	MFR	6	Upper story	B&T Track	0.9	-3.2	No
SB-12	MFR	4	Upper story	B&T Track	0.7	-3.2	No
SB-13	MFR	6	Upper story	B&T Track	0.4	-3.2	No
SB-16	MFR	8	Upper story	B&T Track	0.5	-3.2	No
SB-18	MFR	4	Upper story	B&T Track	0.4	-3.2	No
SB-34	MFR	30	Upper story	B&T Track	0.0	-3.2	No
SB-39	MFR	1	Upper story	B&T Track	0.9	-3.2	No
SB-45b	MFR	68	Upper story	B&T Track	1.3	-3.2	No

Notes: MFR = multifamily residence, SFR = single-family residence, OWL = one-way low speed, B&T = ballast-and-tie; dBA = A-weighted decibel

¹ Number of Units is an estimate of the number of residential units in a cluster. For institutional land uses, such as schools, the Number of Units is 1.

7.2.2 Vibration

Vibration impacts at sensitive receivers where predicted vibration levels exceed the FTA impact thresholds are identified in **Section 6**. A closed-deck aerial structure with concrete columns and welded rail is assumed to be part of the project. Good wheel and track condition is assumed for both existing vibration conditions and future vibration conditions; therefore, changes to wheel and/or track maintenance are not considered as potential mitigation measures. Mitigation measures are recommended for all clusters of sensitive receivers where impacts are predicted.

The most severe vibration impacts are at sensitive receivers located near special trackwork for crossovers. Most of the predicted vibration impacts are at sensitive receivers where columns may be placed within 3 feet of the existing building. The following mitigation measures could be incorporated into the project to reduce vibration levels at sensitive receivers:

- Low-impact frogs. A low-impact frog, such as an OWL frog, has continuous rail in the mainline direction, so there is no increase in vibration from the special trackwork for trains traveling in the mainline direction. There are alternative low-impact frogs, such as flange-bearing frogs with gradual transition ramps that may also be used to minimize vibration impact from special trackwork.
- Locate columns away from sensitive receivers. The locations of the columns have yet to be finalized, so this analysis assumes worst-case locations of the columns that are as close as 3 feet to existing buildings. Vibration levels could be reduced to below the impact thresholds if the columns are placed a sufficient distance away from sensitive receivers.
- Install rubber bearing pads on the top of the columns to reduce the vibration transmitted through the columns into the ground. The specific details of this approach would be investigated during the Preliminary Engineering Phase. Based on experience with floating slab track systems to reduce levels of ground-borne vibration, it appears that this is a practical approach for eliminating the vibration impacts.
- Install high resilience (soft) direct-fixation fasteners to reduce the vibration transmitted through the rail into the structure.

Table 7-3 presents the sensitive receivers where vibration impact is predicted. The table shows the distance between column and sensitive receiver at which the predicted vibration level would be equal to the impact threshold. For sensitive receivers located near special trackwork, the predicted distance assumes an OWL frog would be installed. If possible, the columns should be located farther than the distances specified in the table from all buildings in the cluster of sensitive receivers. If it is not feasible to locate the columns farther than the specified distances, some sort of vibration isolation such as rubber bearing pads on the columns or high resilience fasteners should be incorporated into the structure design near where impact is predicted.

Table 7-3: Potential Mitigation Measures for Predicted Vibration Impact

Sensitive Receiver ID	Sensitive Receiver Description	# Units ¹	Amount Exceeds Threshold (VdB)	Distance to Eliminate Impact ² (feet)	Residual Impact
NB-5	MFR	24	0	4	No
NB-7	Theater	1	0	13	No
NB-16	MFR	75	5	13	No
NB-19	MFR	92	15	12 plus OWL frog	No
NB-22	School	1	14	9 plus OWL frog	No
NB-26	MFR	74	5	3 plus OWL frog	No
NB-32	MFR	71	5	13	No
NB-35	MFR	90	5	13	No
NB-38	MFR	52	3	37	No
NB-40	MFR	126	5	13	No
NB-42	MFR	35	5	13	No
NB-44	School	1	4	9	No

Notes: MFR = multifamily residence; SFR = single-family residence, OWL = one-way low speed; VdB = decibels referenced to 1 microinch per second

¹ Number of Units is an estimate of the number of residential units in a cluster. For institutional land uses, such as schools, the Number of Units is 1.

² The minimum distance from an existing building a column should be placed to reduce predicted vibration level to equal to the impact threshold.

Section 8

Conclusions

8.1 No Build Alternative

The No Build Alternative would include repairs to the existing infrastructure; however, these repairs would not result in increased train trips or increased train speeds. As a result, there would be no major impact on noise and vibration levels during either construction or operation; no mitigation measures are required.

8.2 Build Alternative

An increase in train trips, relocation of tracks within the project right-of-way, and a change in track structure would result in increased noise levels that would exceed the FTA impact criteria at 20 of the 68 sensitive receiver clusters. Two of the impacts are severe and 18 are moderate. Noise mitigation measures would be feasible and would reduce the noise levels to below the FTA impact criteria and impacts would not be adverse after mitigation is applied. The specific mitigation measures to be applied and at which locations would be determined through coordination with FTA.

Almost all of the 11 of the 68 sensitive receiver clusters with predicted vibration impact occur close to the project right-of-way where columns are as close as 3 feet to existing buildings. The highest vibration levels are predicted at sensitive receivers that are located near a crossover, which can increase vibration levels by as much as 10 dB. Mitigation measures may be applied that would reduce all vibratory impacts to below the FTA impact thresholds.

Section 9

References

Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment, Department of Transportation, Federal Transit Administration, Report No. FTA-VA-90-1003-06, May 2006.

Appendix A: Noise Measurements

A.1 Summary of Noise Measurements Completed

Noise measurements were completed to: (1) document the existing noise conditions at sensitive receivers throughout the project area, and (2) determine reference train noise levels to use in the prediction model. Existing conditions measurements were conducted at representative sensitive receivers throughout the project area. Reference level measurements were conducted at structures similar to what may be built as part of the project.

Existing Conditions Measurements:

Two types of noise measurements were completed to document existing conditions in the project area: long-term (24-hour) unattended measurements and short term (1-hour) attended measurements. The 24-hour long-term measurements were conducted at eight representative sensitive receivers throughout the project area. Short-term measurements were conducted at an additional nine sites in the project area to help estimate existing noise levels at sensitive receivers where long-term measurements were not conducted. The short-term measurements were attended and the time, direction, track, and speed of each train event was logged. The logged information was used to better understand how existing train noise varies throughout the project area.

The location, date, and time of the existing conditions noise measurements are shown in **Table 1**.

Table 1: Summary of Existing Conditions Measurements

Site Label	Measurement Locations	Distance from Nearest Track (feet)	Start Date	Start Time	Duration
Long-term Noise Measurements					
LT-1	4826 N. Winthrop Avenue	20	5/21/2014	12:00 PM	24 hours
LT-2	4938 N. Winthrop Avenue	20	5/21/2014	12:30 PM	24 hours
LT-3	5133 N. Broadway	20	5/21/2014	11:00 AM	24 hours
LT-4	1122 W. Catalpa Avenue	20	5/22/2014	3:00 PM	24 hours
LT-5	1131 W. Bryn Mawr Avenue	105	7/15/2014	8:30 AM	24 hours
LT-6	5648 N. Winthrop Avenue	20	7/15/2014	9:00 AM	24 hours
LT-7	Cedar Park, Winthrop Avenue north of Berwyn Avenue	235	7/15/2014	9:00 AM	24 hours
LT-8	5019 N. Winthrop Avenue	235	7/16/2014	9:30 AM	24 hours

Site Label	Measurement Locations	Distance from Nearest Track (feet)	Start Date	Start Time	Duration
Short-term Noise Measurements					
ST-1	Lawrence Avenue	25 and 50	5/14/2014	2:30 PM	1 hour
ST-2	Ainslie Street	20	7/15/2014	10:45 AM	1 hour
ST-3	Winona Street	35, 50, 100, 200, 300	7/15/2014	4:15 PM	1 hour
ST-4	Balmoral Avenue	50	7/15/2014	9:15 AM	1 hour
ST-5	Catalpa Avenue	50	7/15/2014	1:40 PM	1 hour
ST-6	Bryn Mawr Avenue	20	5/23/2014	12:20 PM	30 minutes
ST-7	Hollywood Avenue and Winthrop Avenue	230	7/15/2014	10:30 AM	1 hour
ST-8	Riviera Theater	320	7/15/2014	10:55 AM	1 hour
ST-9	Aragon Theater	In building	7/15/2014	2:00 PM	1 hour

Reference Noise Level Measurements

Reference noise level measurements were conducted at CTA structures similar to what may be built for the project. Reference noise levels were conducted at two sites: north of Fullerton station on the existing Red, Purple, and Brown lines and west of Pulaski station on the existing Orange Line. The reference noise level measurements were attended and the time, direction, track, and speed of each train event was logged. The two reference noise level measurement locations and start date and time are shown in Table 2.

Table 2: Summary of Reference Noise Level Measurements

Site Label	Measurement Locations	Distance from Nearest Track (feet)	Start Date	Start Time	Duration
NA	100 feet north of Fullerton Station Platform	50	7/16/2014	10:00 AM	2 hours
NA	1000 feet west of Pulaski Station	50	7/17/2014	10:45 AM	2 hours

A.2 Existing Conditions: Long Term Noise Measurements

Site LT-1: 4826 N. Winthrop Avenue

The microphone was located 14 feet east of the embankment structure, in the alley running parallel to the structure about 300 feet north of Lawrence Avenue. The microphone was 5 feet above ground level. The dominant noise source was the noise from the existing Red and Purple lines. Train noise levels often exceeded 80 dBA. **Figure 1** is an aerial photograph showing the location of the microphone. **Figure 2** shows the measured noise levels over the 24-hour measurement duration. The 24-hr L_{dn} at site LT-1 is 68.4 dBA.



Figure 1: Aerial Photograph of Measurement Site LT-1

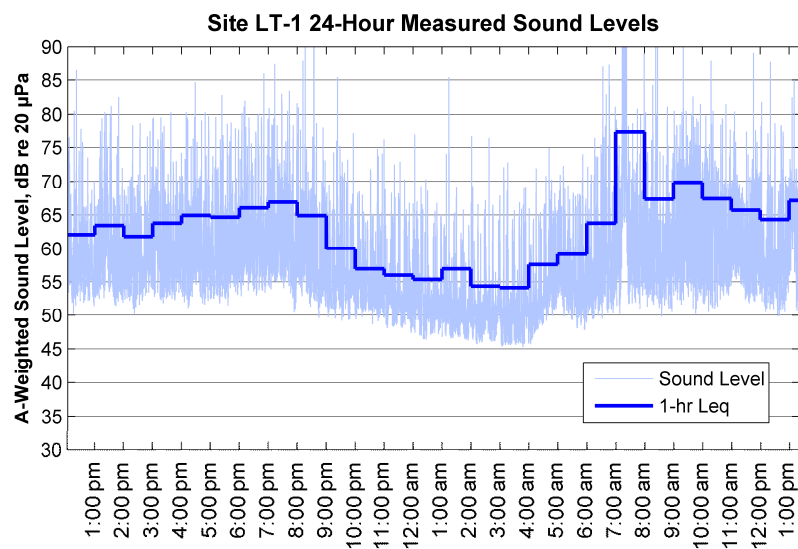


Figure 2: Measured Sound Levels at Site LT-1

Site LT-2: 4938 N. Winthrop Avenue

The microphone was located 14 feet east of the embankment structure in the alley running parallel to the structure about 130 feet south of Argyle Street. The microphone was 5 feet above ground level. The dominant noise source was noise from the existing Red and Purple lines. Train noise levels were as high as 90 dBA during daytime hours. **Figure 3** is an aerial photograph showing the location of the microphone. **Figure 4** shows the measured noise levels over the 24-hour measurement duration. The 24-hr L_{dn} at site LT-2 is 69.2 dBA.



Figure 3: Aerial Photograph of Measurement Site LT-2

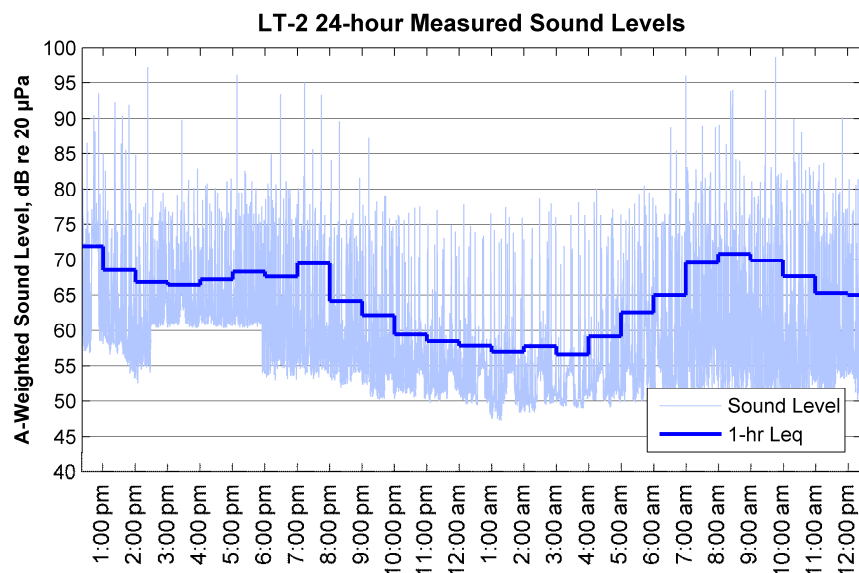


Figure 4: Measured Sound Levels at Site LT-2

Site LT-3: 5133 N. Broadway

The microphone was located 14 feet west of the embankment structure in the alley running parallel to the structure about 80 feet north of Winona Street. The microphone was 5 feet above ground level. The dominant noise source was noise from the existing Red and Purple lines. Train noise exceeded 85 dBA throughout the entire 24-hour duration of the measurement. **Figure 5** is an aerial photograph showing the location of the microphone. **Figure 6** shows the measured noise levels over the 24-hour measurement duration. The 24-hr L_{dn} at site LT-3 is 73.7 dBA.



Figure 5: Aerial Photograph of Measurement Site LT-3

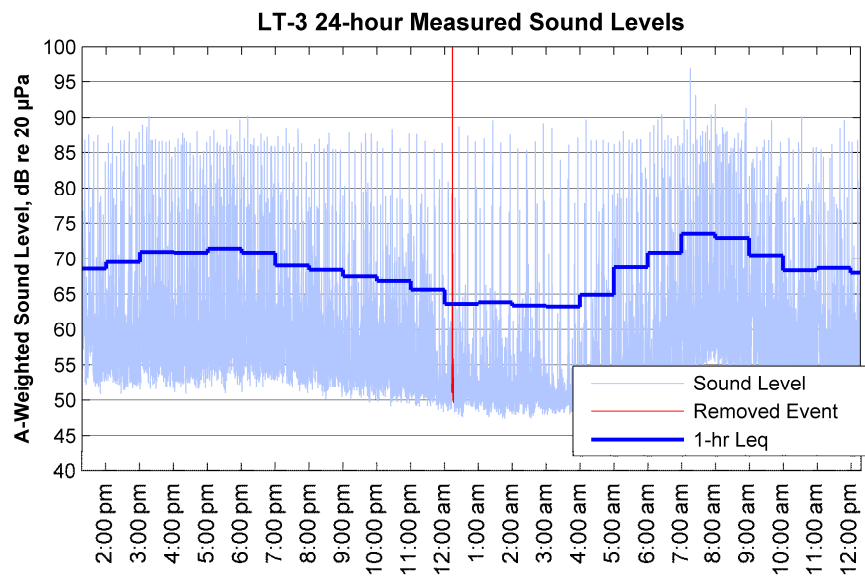


Figure 6: Measured Sound Levels at Site LT-3

Site LT-4: 5450 N. Winthrop Avenue

The microphone was located 14 feet east of the embankment structure in the alley running parallel to the structure about 60 feet south of Catalpa Avenue. The microphone was 5 feet above ground level. The dominant noise source was from the existing Red and Purple lines. Train noise exceeded 85 dBA throughout most of the day. **Figure 7** is an aerial photograph showing the location of the microphone. **Figure 8** shows the measured noise levels over the 24-hour measurement duration. The 24-hr L_{dn} at site LT-4 is 74.8 dBA.



Figure 7: Aerial Photograph of Measurement Site LT-4

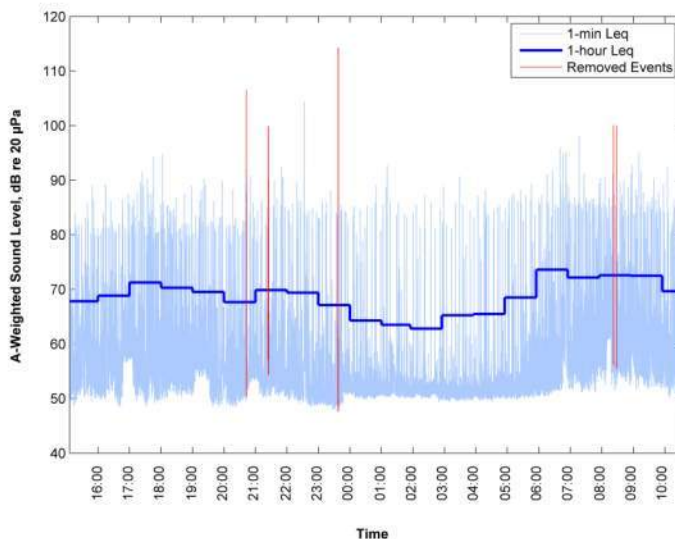


Figure 8: Measured Noise Levels at Site LT-4

Site LT-5: 1131 W Bryn Mawr Avenue

The microphone was located 100 feet west of the embankment structure on the south sidewalk of Bryn Mawr Avenue. The microphone was 5 feet above ground level. The dominant noise source was from the existing Red and Purple lines. The noise from the trains exceeds 80 dBA throughout most of the day. The background noise levels increased by about 10 dB between the hours of 9:30 am and 2:30 am. This increase in background noise is likely to due to a nearby generator. There are also several noise events exceeding 95 dBA, which may be from sirens on emergency vehicles. **Figure 9** is an aerial photograph showing the location of the microphone. **Figure 10** shows the measured noise levels over the 24-hour measurement duration. The 24-hr L_{dn} at site LT-5 is 76.8 dBA.



Figure 9: Aerial Photograph Site LT-5

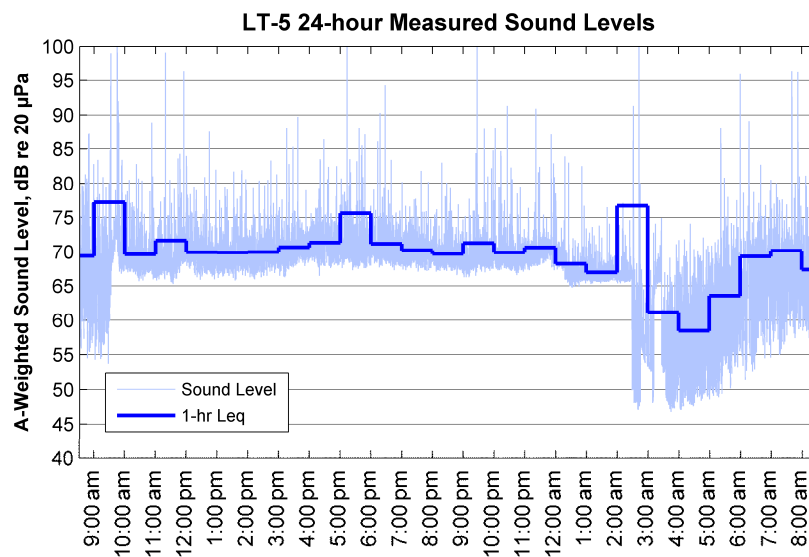


Figure 10: Measured Noise Levels at Site LT-5

Site LT-6: 5648 N. Winthrop Avenue

The microphone was located 14 feet east of the embankment structure in the alley running parallel to the structure about 120 feet south of Hollywood Avenue. The microphone was 5 feet above ground level. The dominant noise source was from the existing Red and Purple line trains. Train noise exceeded 80 dBA throughout most of the day. **Figure 11** is an aerial photograph showing the location of the microphone. **Figure 12** shows the measured noise levels over the 24-hour measurement duration. The 24-hr L_{dn} at site LT-6 is 69.4 dBA.



Figure 11: Aerial Photograph of Measurement Site LT-6

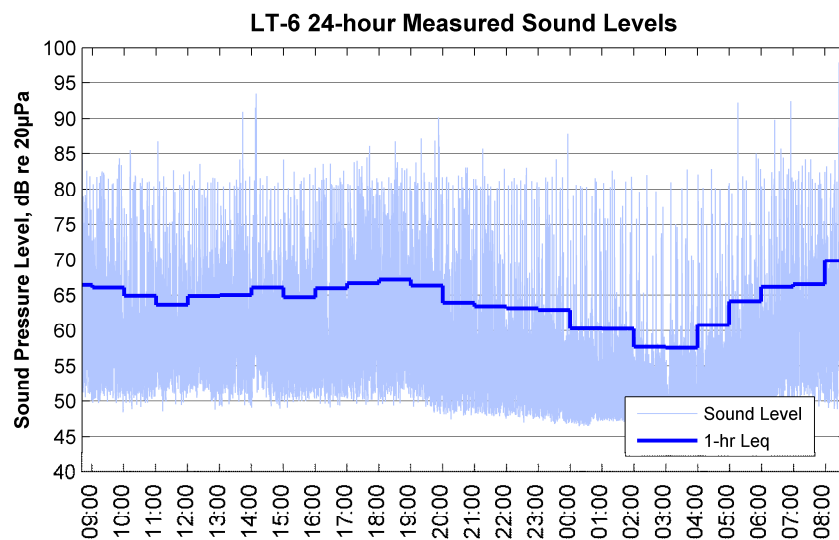


Figure 12: Measured Noise Levels at Site LT-6

Site LT-7: Cedar Park, Winthrop Avenue north of Berwyn Avenue

The microphone was located about 230 feet east of the embankment structure in Cedar Park. Cedar Park is located on Winthrop Avenue north of Berwyn Avenue. There was a row of multistory buildings between the microphone and the existing embankment structure. The microphone was 5 feet above ground level. The dominant noise source was from the existing Red and Purple line trains. Train noise exceeded 70 dBA throughout most of the day. **Figure 13** is an aerial photograph showing the location of the microphone. **Figure 14** shows the measured noise levels over the 24-hour measurement duration. The 24-hr L_{dn} at site LT-7 is 60.9 dBA.



Figure 13: Aerial Photograph of Measurement Site LT-7

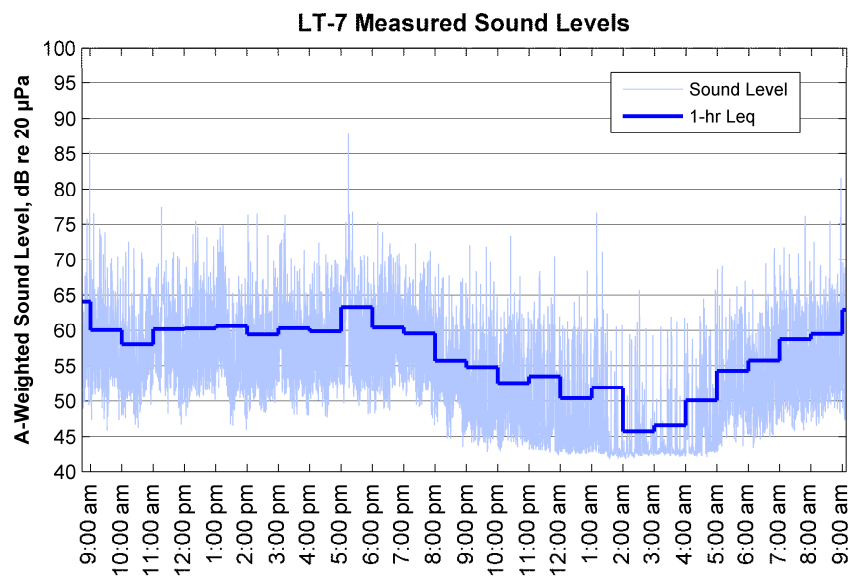


Figure 14: Measured Sound Levels at Site LT-7

Site LT-8: 5019 N. Winthrop Avenue

The microphone was located about 230 feet east of the embankment structure at 5019 N. Winthrop Avenue, a flat public parking lot. There was a row of multistory buildings between the microphone and the existing embankment structure. The microphone was 5 feet above ground level. The dominant noise source was from the existing Red and Purple line trains. Train noise exceeded 70 dBA throughout most of the day. **Figure 15** is an aerial photograph showing the location of the microphone. **Figure 16** shows the measured noise levels over the 24-hour measurement duration. The 24-hr L_{dn} at site LT-8 is 60.3 dBA.



Figure 15: Aerial Photograph of Measurement Site LT-8

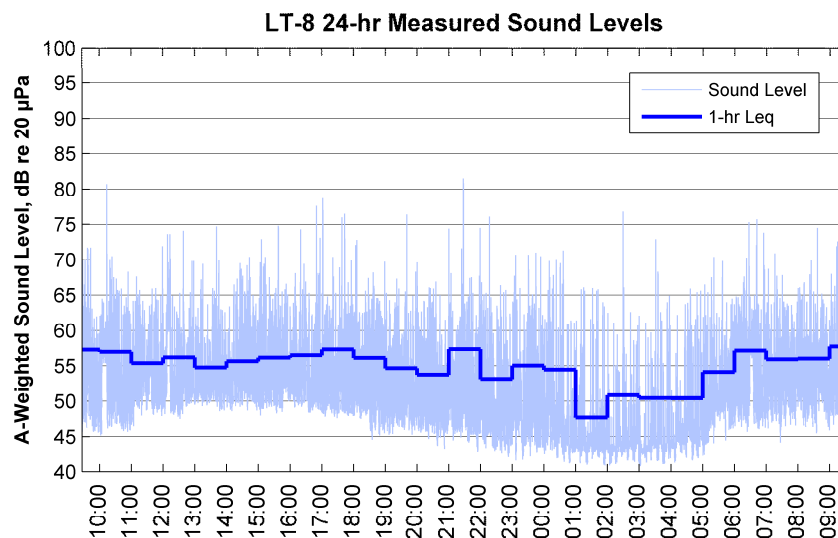


Figure 16: Measured Sound Levels at Site LT-8

A.3 Existing Conditions: Short Term Noise Measurements

ST-1: Lawrence Avenue

Microphones were located 25 feet and 50 feet east of the embankment structure in Hickory Park, about 400 feet north of Lawrence Avenue. The microphones were 5 feet above ground level. There was a slow order for trains operating on Track 3 (northbound) that limited train speeds to 15 mph. The data from Track 3 was not used in the analysis due to the slow order. Trains on Track 2 (southbound) were traveling about 30 mph. An aerial photograph of the measurement location is shown in **Figure 17**.

Figure 18 through Figure 21 show the spectra of the SEL of the train events for the different tracks and measurement locations. The average of the train events is plotted with a dashed black line. The train events from Track 2 that were not included in the analysis due to background noise or bad wheel condition are plotted in gray.

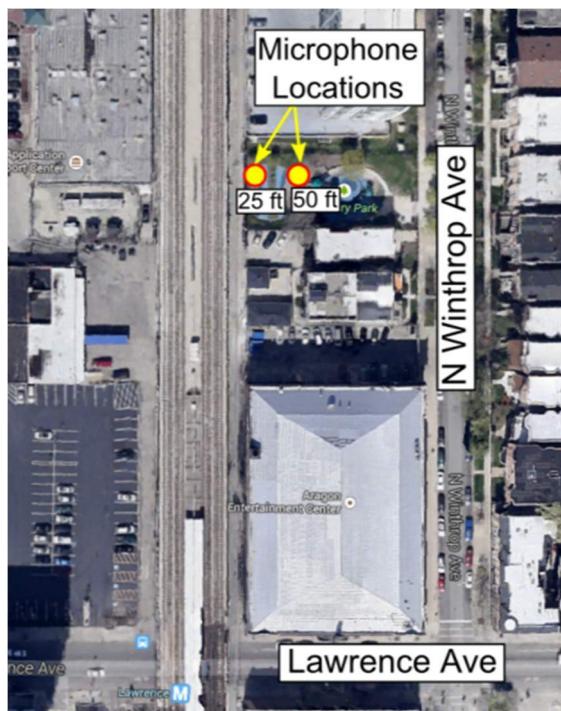


Figure 17: Aerial Photograph of Measurement Site ST-1

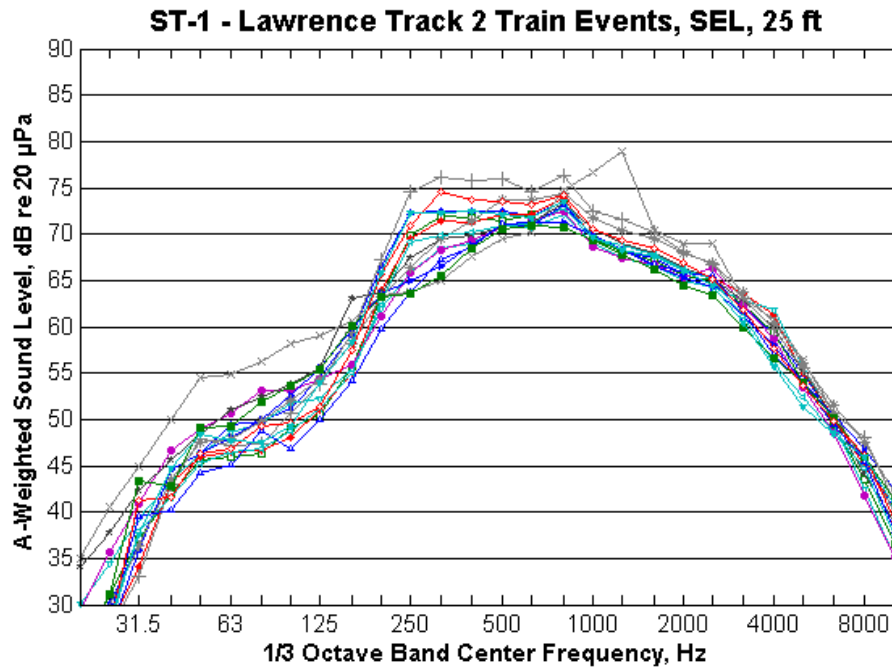


Figure 18: Spectra of Measured SEL for Track 2 Train Events at Site ST-1, 25 feet

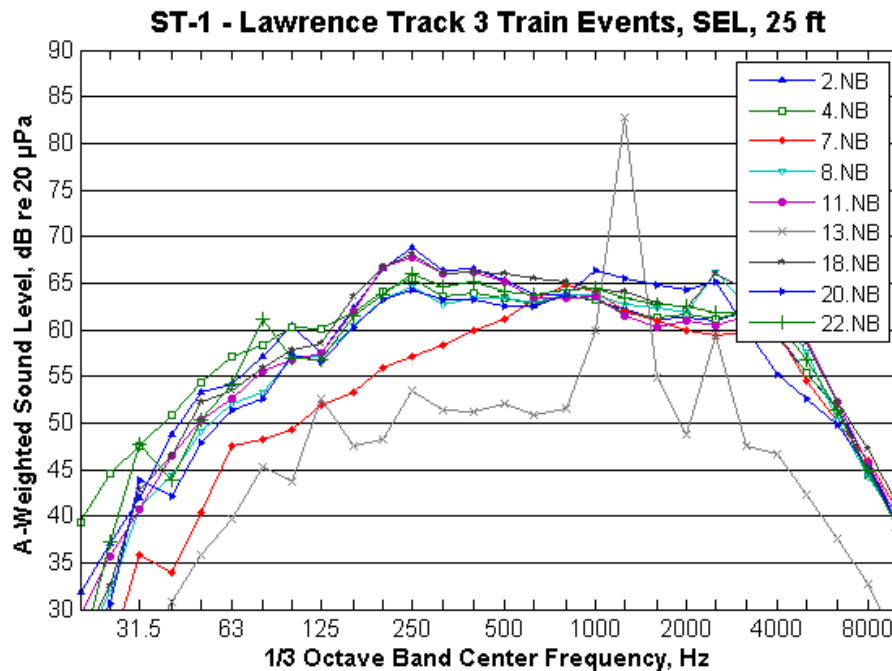


Figure 19: Spectra of Measured SEL for Track 3 Train Events at Site ST-1, 25 feet

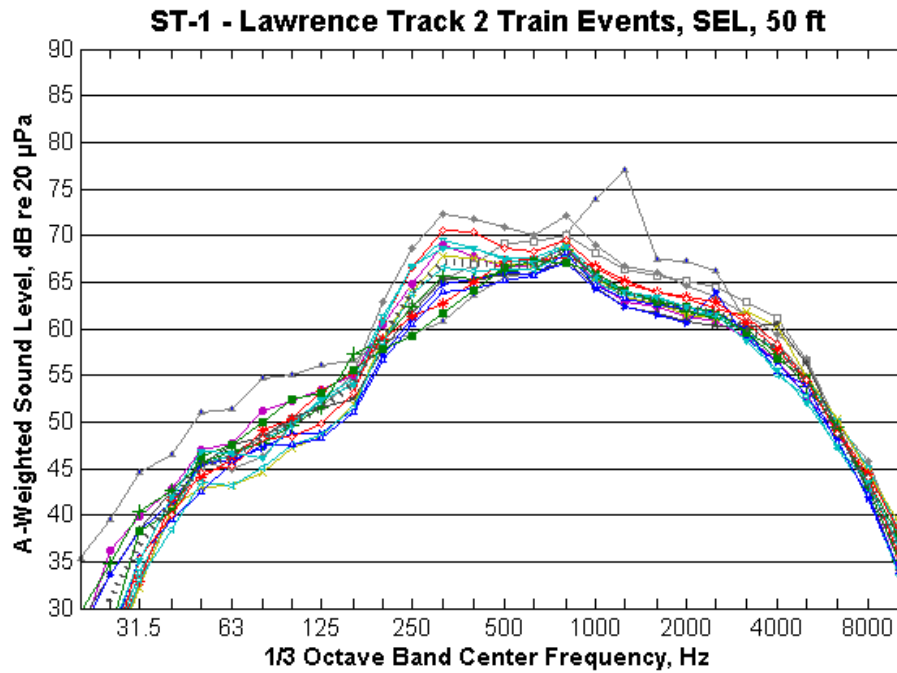


Figure 20: Spectra of Measured SEL for Track 2 Train Events at Site ST-1, 50 feet

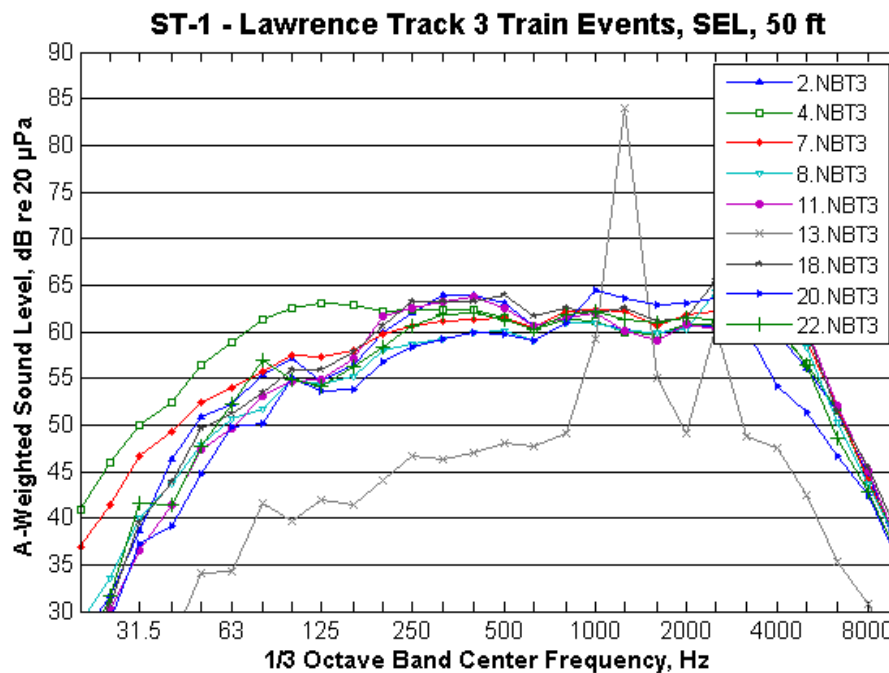


Figure 21: Spectra of Measured SEL for Track 3 Train Events at Site ST-1, 50 feet

ST-2: Ainslie Street

The microphone was located 20 feet east of the embankment structure on the north sidewalk of Ainslie Street. The microphone was 5 feet above ground level. The train speeds for the northbound and southbound tracks were approximately 40 mph. An aerial photograph of the measurement site is shown in **Figure 22**.

Figure 23 and **Figure 24** show the spectra of the SEL of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line Trains). The average of the train events is the dashed black line.



Figure 22: Aerial Photograph of Measurement Site ST-2

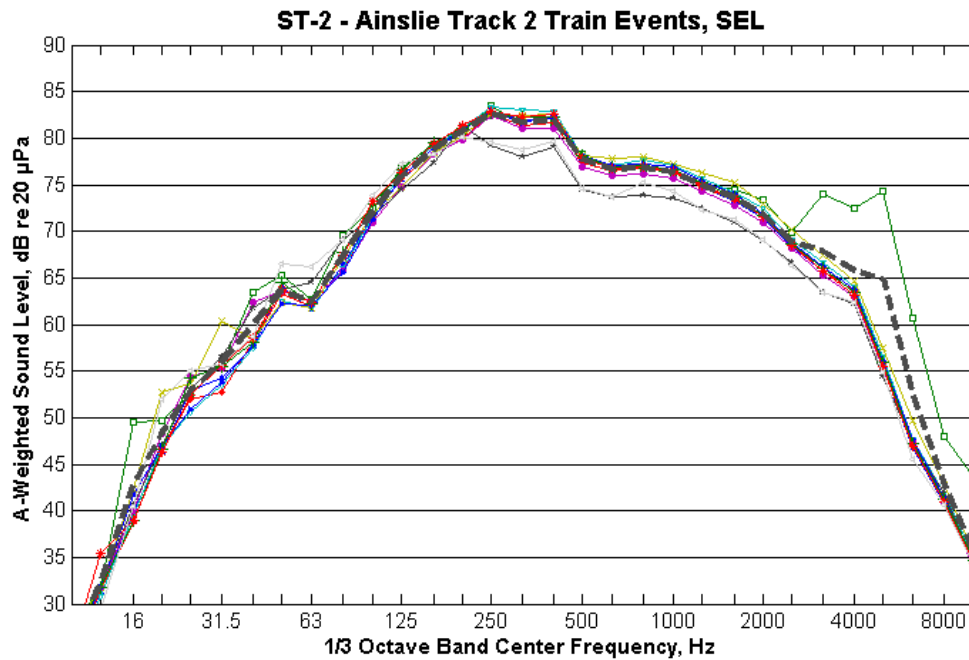


Figure 23: Spectra of Measured SEL for Track 2 Train Events at Site ST-2

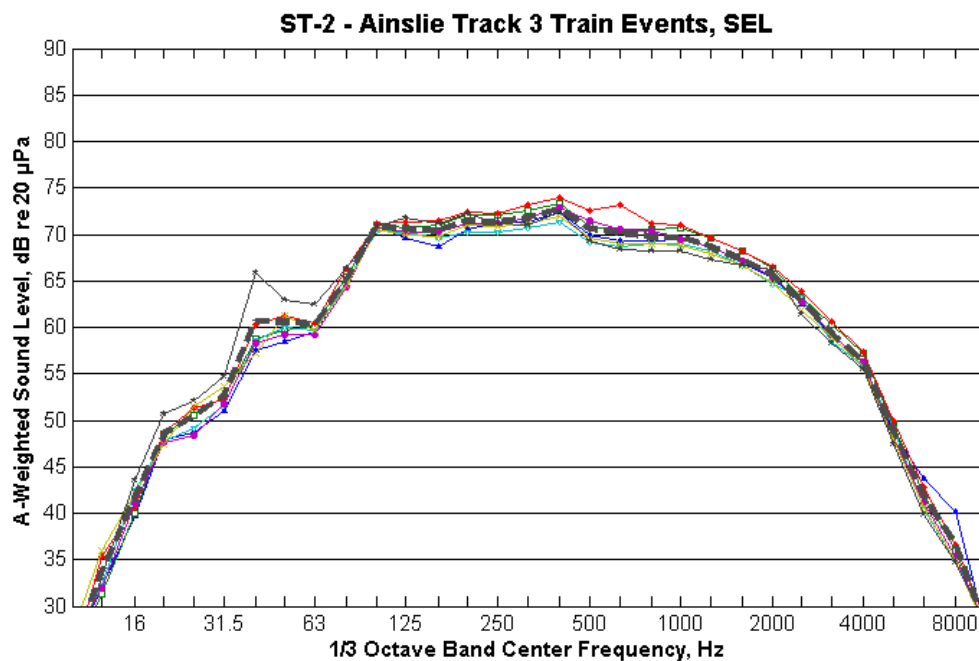


Figure 24: Spectra of Measured SEL for Track 3 Train Events at Site ST-2

ST-3: Winona Street

Microphones were located 35 feet, 50 feet, 100 feet, 200 feet, and 300 feet east of the embankment structure on the north sidewalk of Catalpa Avenue. The microphones at 25 feet and 50 feet were 5 feet above ground level and 30 feet above ground level. The microphones at all other locations were 5 feet above ground level. An aerial photograph of the measurement site is shown in **Figure 25**.

Figure 26 through Figure 32 show the spectra of the SEL of the train events measured at ST-3. The averages of the spectra are plotted with a dashed black line. Train events not included in the average are plotted in gray.



Figure 25: Aerial Photograph of Measurement Site ST-3

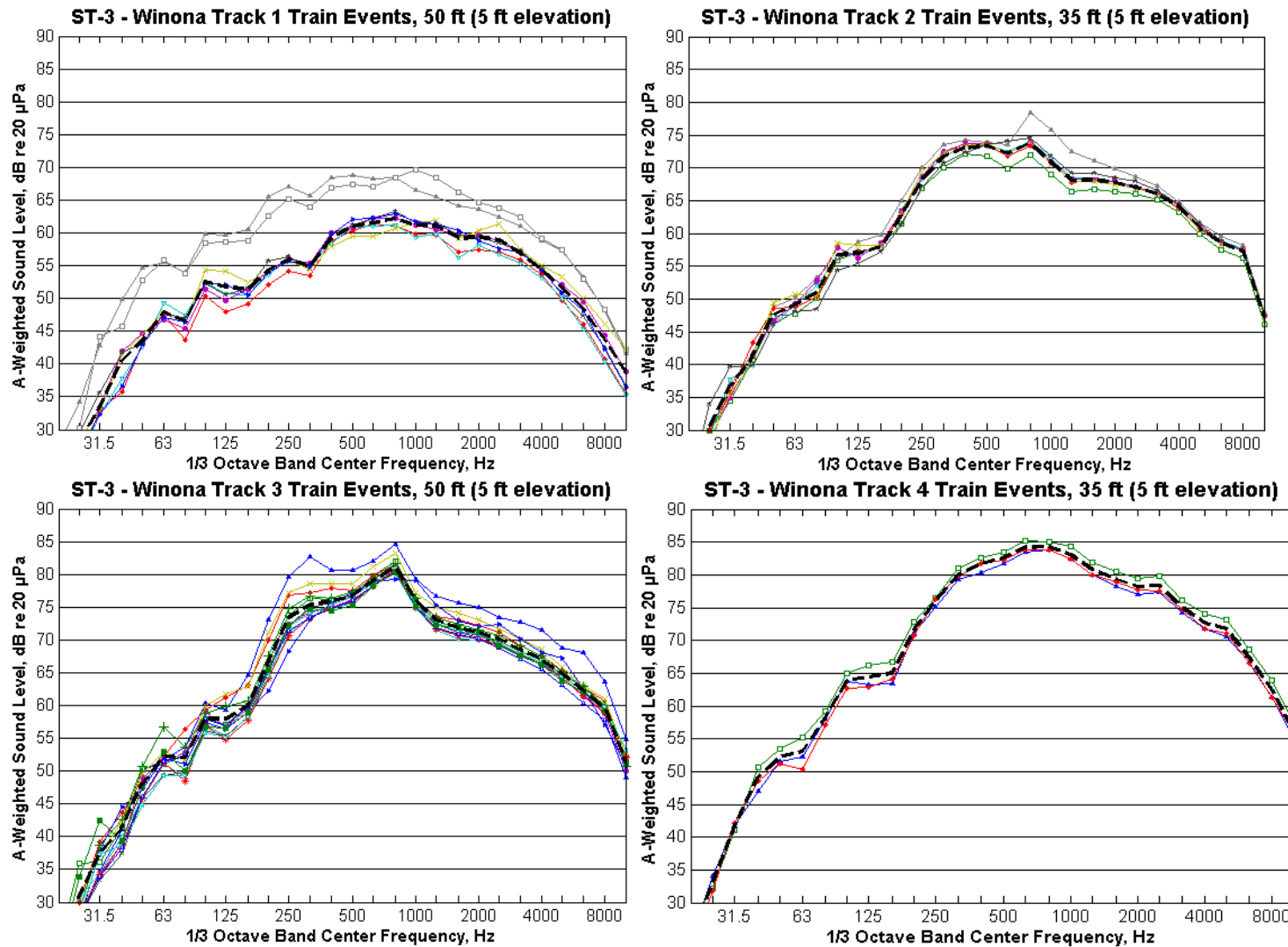


Figure 26: Spectra of Measured SEL for Train Events at Site ST-3, 35 feet, 5 feet Elevation

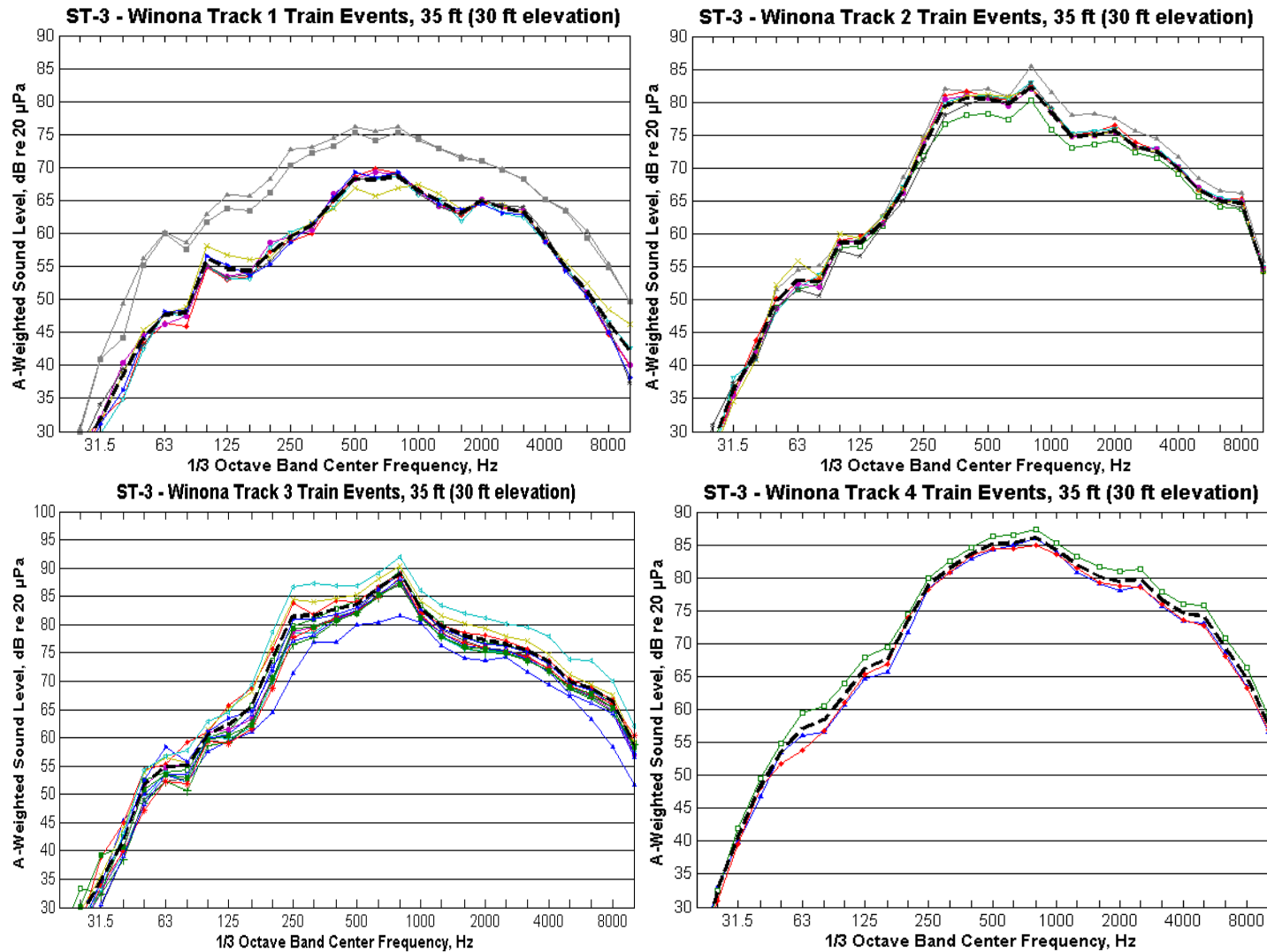


Figure 27: Spectra of Measured SEL for Train Events at Site ST-3, 35 feet, 30 feet Elevation

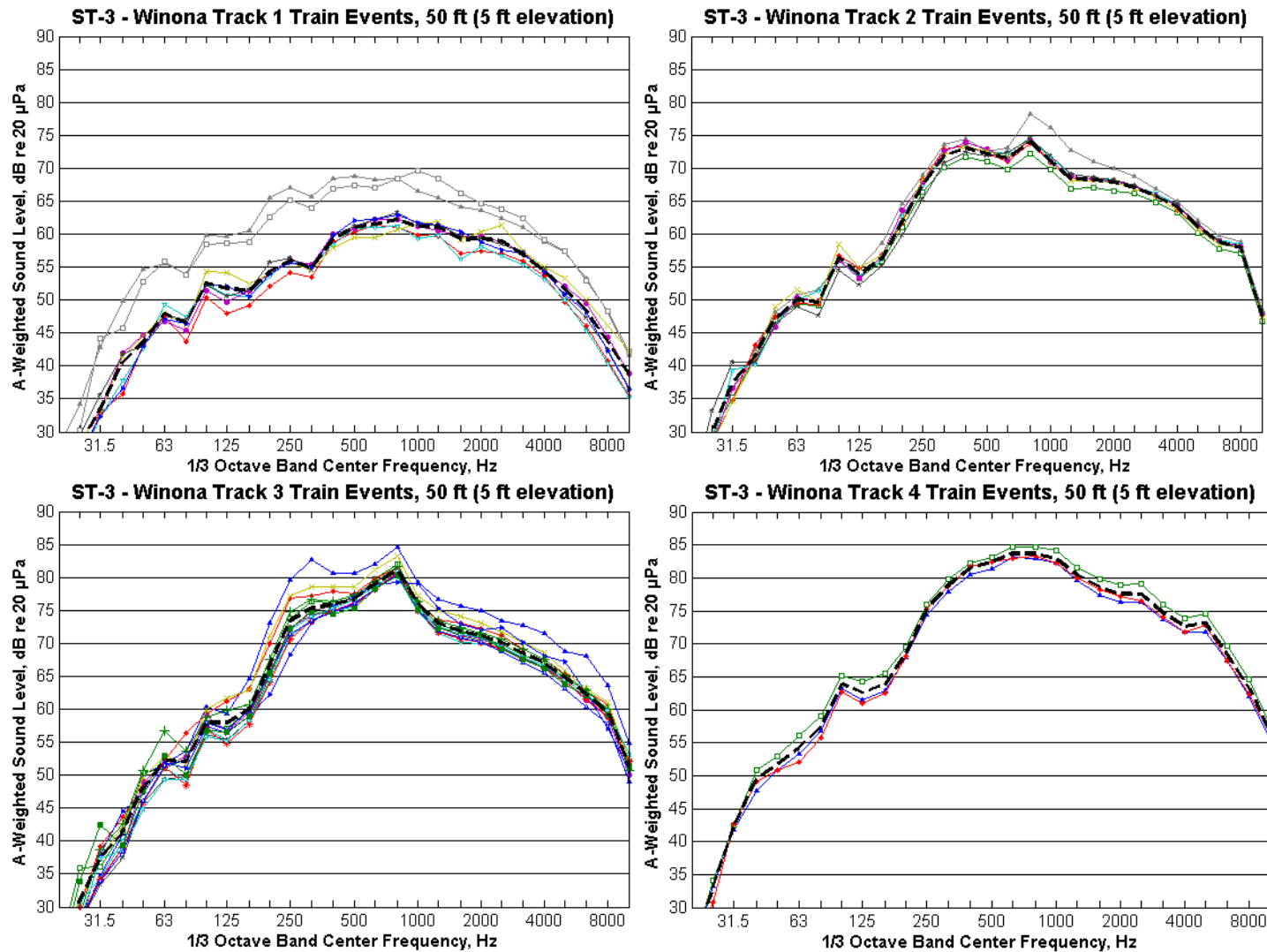


Figure 28: Spectra of Measured SEL for Train Events at Site ST-3, 50 feet, 5 feet Elevation

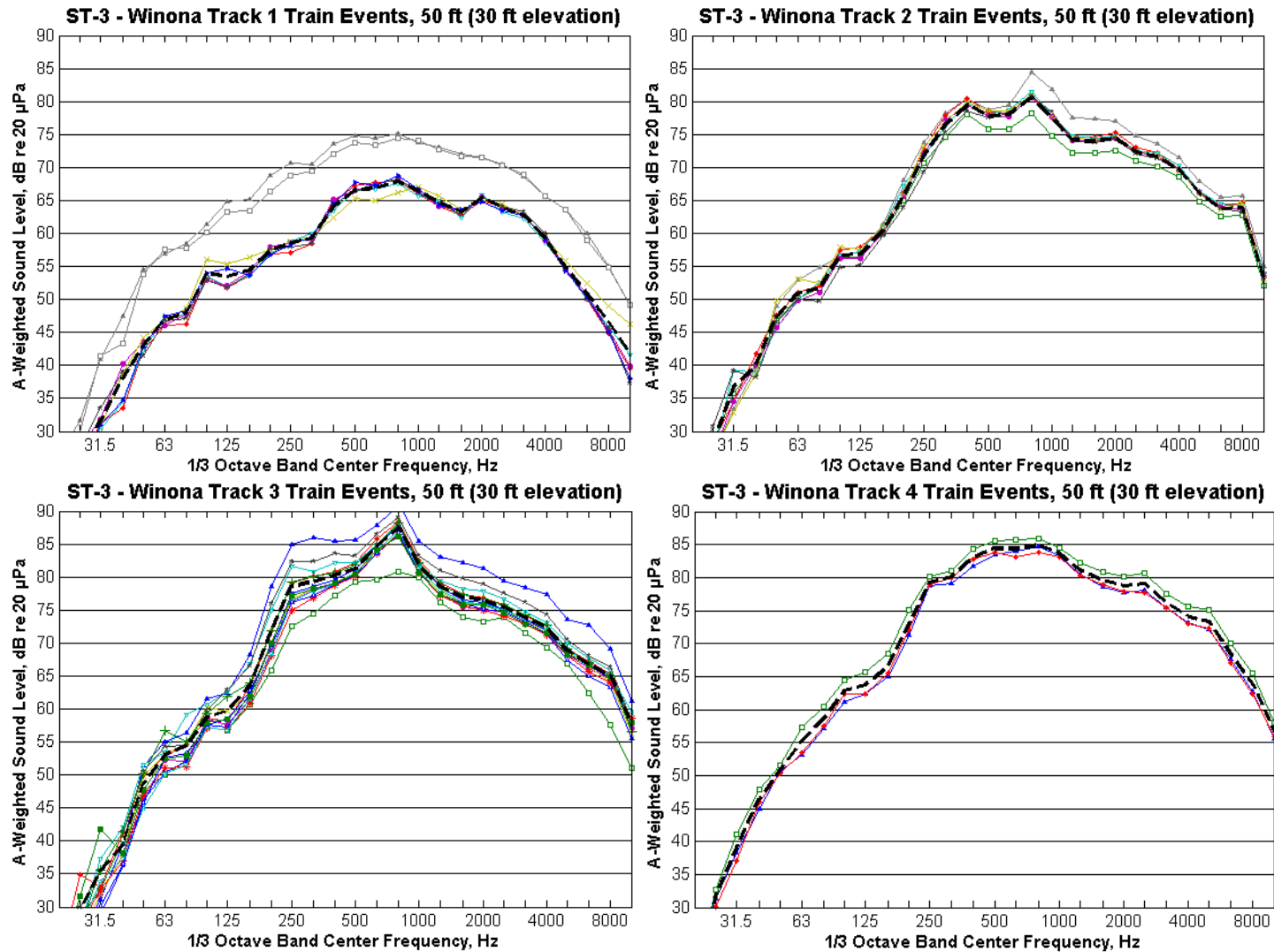


Figure 29: Spectra of Measured SEL for Train Events at Site ST-3, 50 feet, 30 feet Elevation

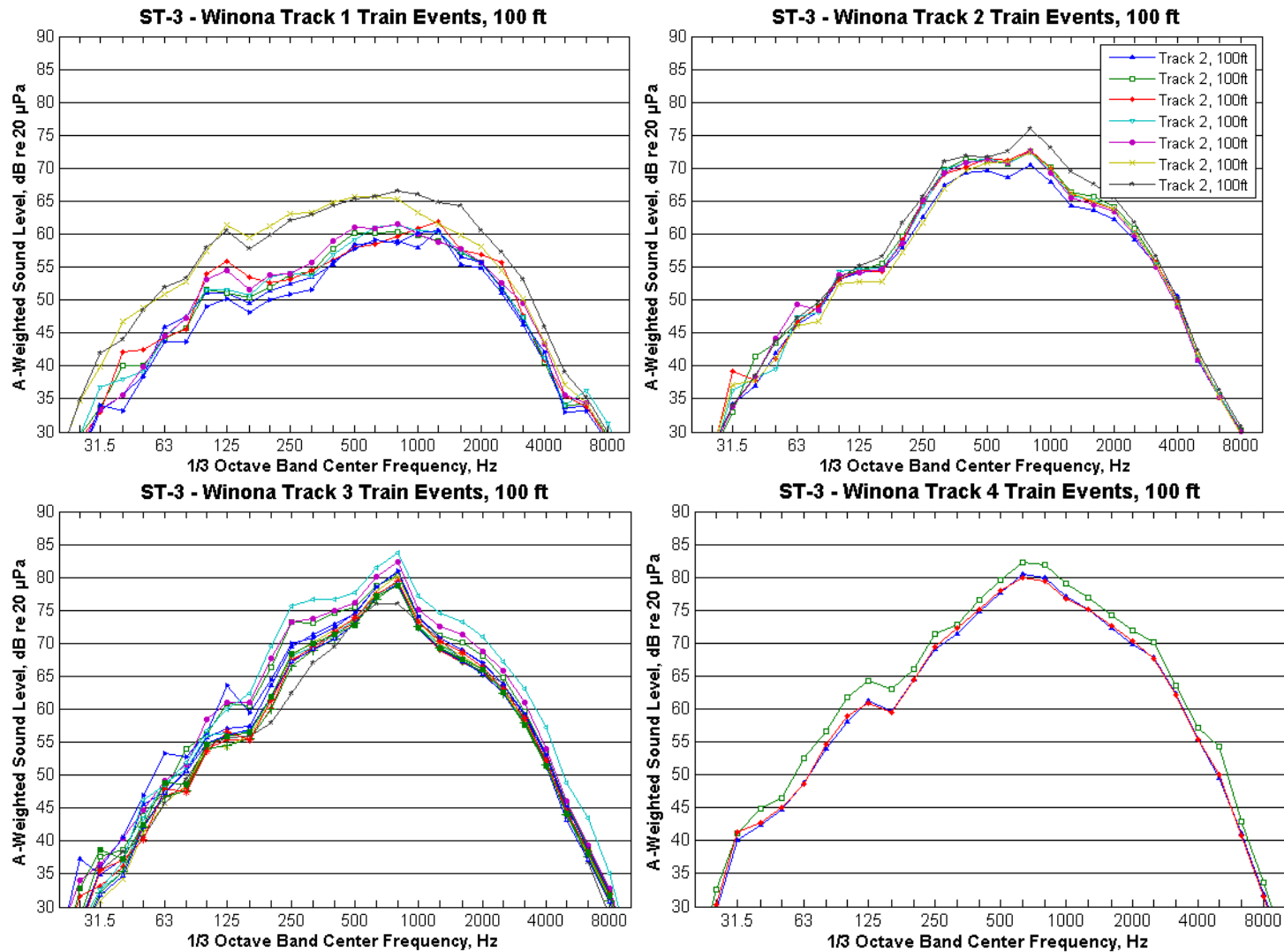


Figure 30: Spectra of Measured SEL for Train Events at Site ST-3, 100 feet, 5 feet Elevation

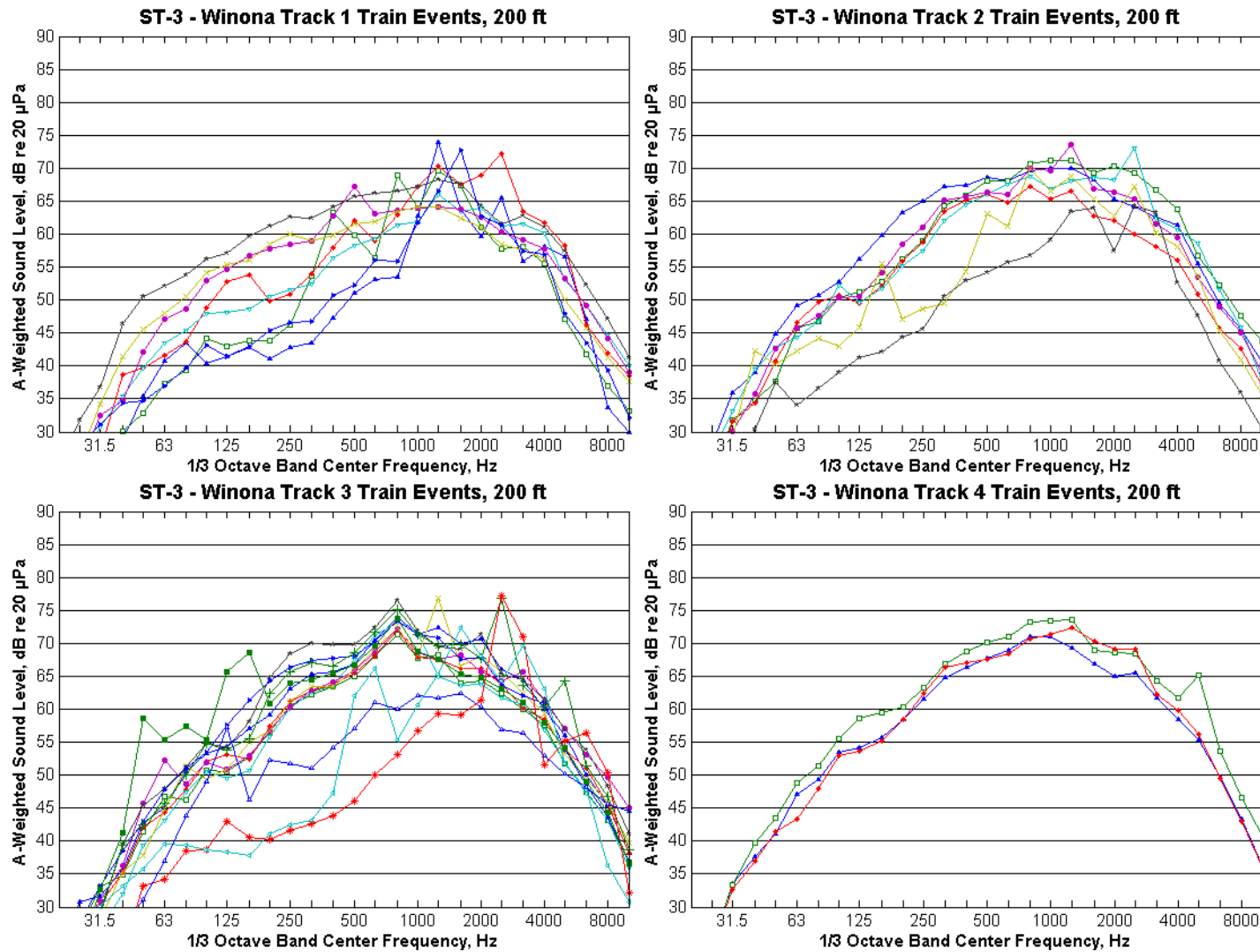


Figure 31: Spectra of Measured SEL for Train Events at Site ST-3, 200 feet, 5 feet Elevation

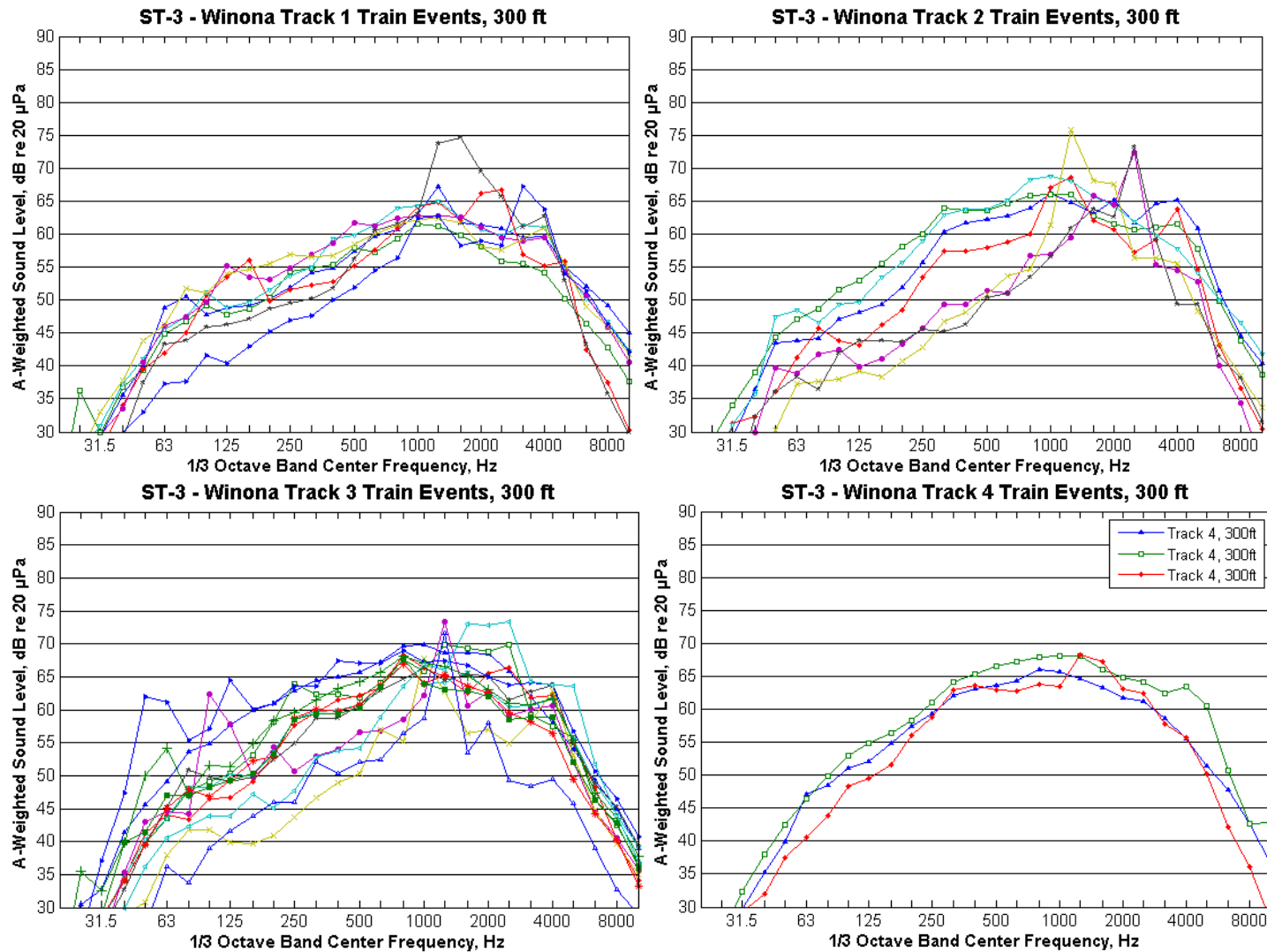


Figure 32: Spectra of Measured SEL for Train Events at Site ST-3, 300 feet, 5 feet Elevation

ST-4: Balmoral Avenue

The microphone was located 50 feet west of the embankment structure in the parking lot of a multifamily residence about 100 feet north of Balmoral Avenue. The microphone was 5 feet above ground level. The train speeds for the Tracks 2 and 3 were approximately 45 mph. An aerial photograph of the measurement site is shown in **Figure 33**.

Figure 34 through Figure 37 shows spectra of the SEL of the train events on Tracks 1 through 4. Six-car Purple Line trains were operating on Tracks 1 and 4 and eight-car Red Line trains were operating on Tracks 2 and 3. The average of the train events is plotted with a dashed black line.



Figure 33: Aerial Photograph of Measurement Site ST-4

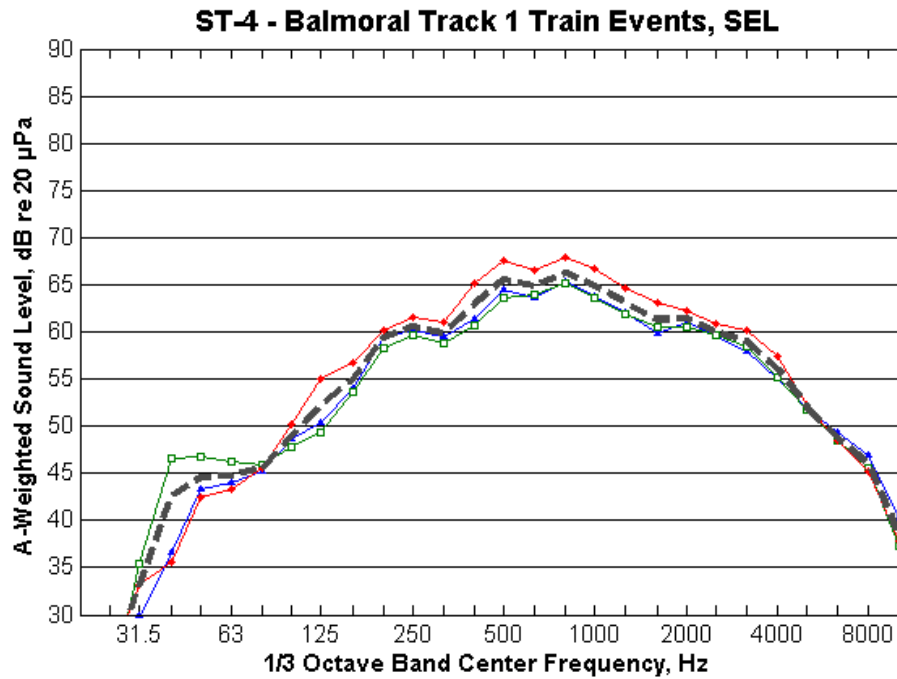


Figure 34: Spectra of Measured SEL for Track 1 Train Events at Site ST-4

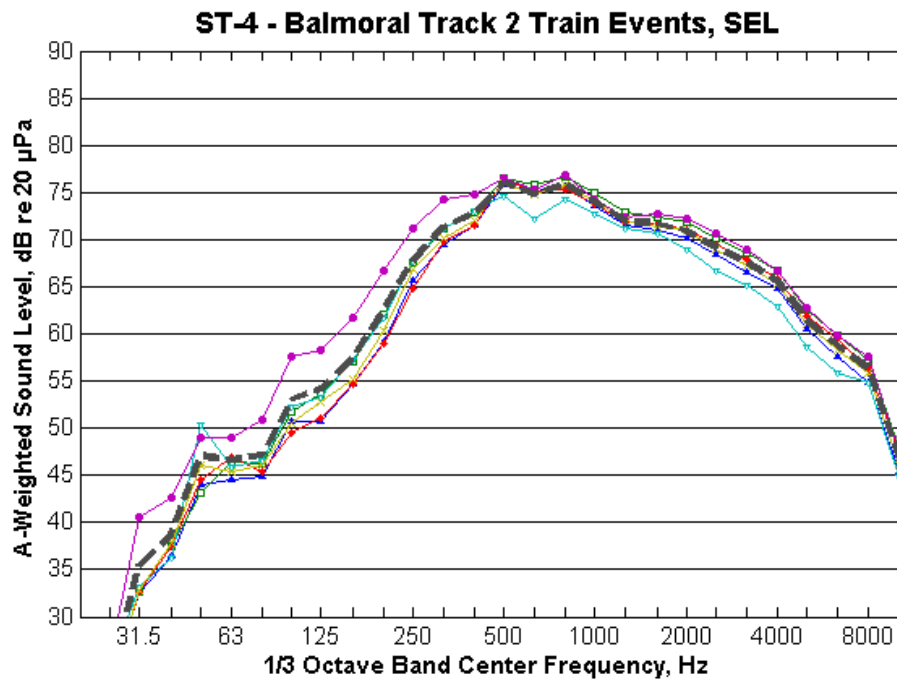


Figure 35: Spectra of Measured SEL for Track 2 Train Events at Site ST-4

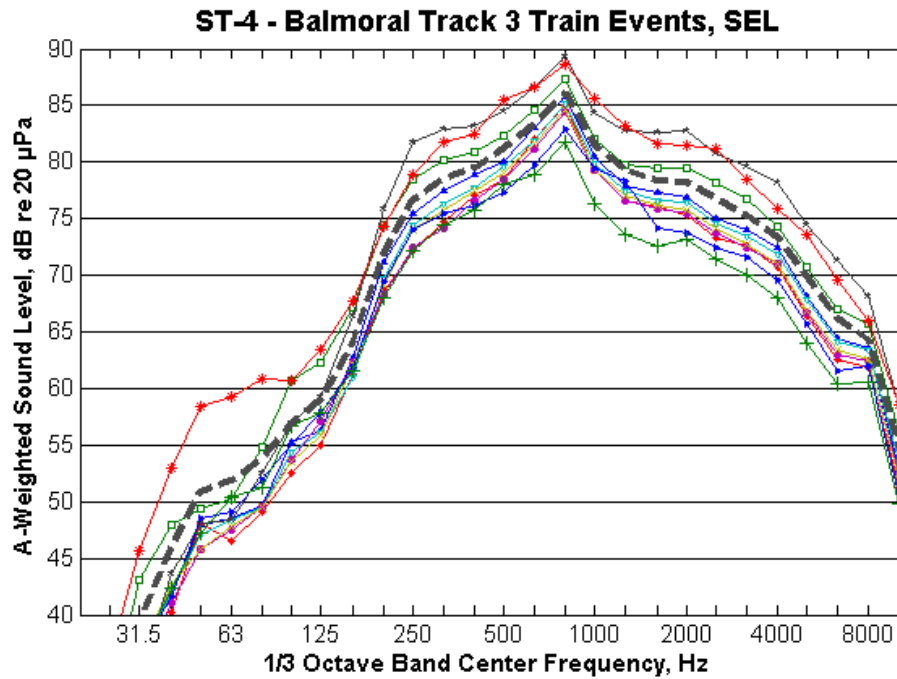


Figure 36: Spectra of Measured SEL for Track 3 Train Events at Site ST-4

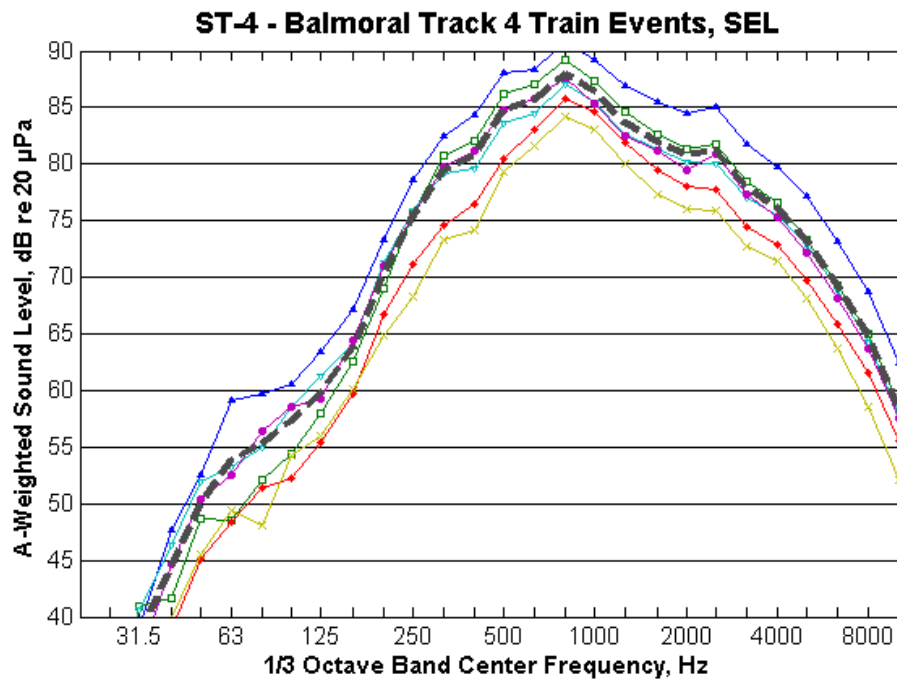


Figure 37: Spectra of Measured SEL for Track 4 Train Events at Site ST-4

ST-5: Catalpa Avenue

Microphones were located 50 feet east of the embankment structure on the north sidewalk of Catalpa Avenue. The microphones were 5 feet above ground level and 30 feet above ground level. An aerial photograph of the measurement site is shown in **Figure 38**.

Figure 39 through Figure 42 show the spectra of the SEL of the train events on Tracks 2 and 3 at both microphone positions (5 feet above ground level and 30 feet above ground level). About half of the trains were traveling at slow speeds (less than 20 mph) due to a work crew in the right-of-way. The noise levels from the slow trains were not included in the analysis. The average of the train events in each figure is plotted with a dashed black line. The train events that were excluded from the average are plotted in gray.



Figure 38: Aerial Photograph Showing Measurement Site ST-5

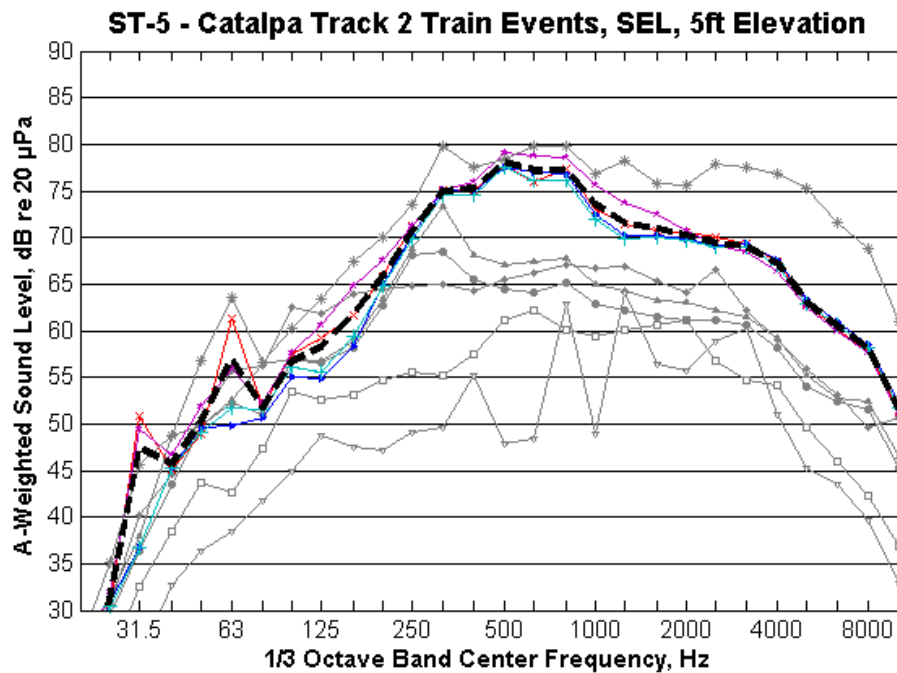


Figure 39: Spectra of Measured SEL for Track 2 Train Events at Site ST-5, Microphone 5 feet Above Ground Level

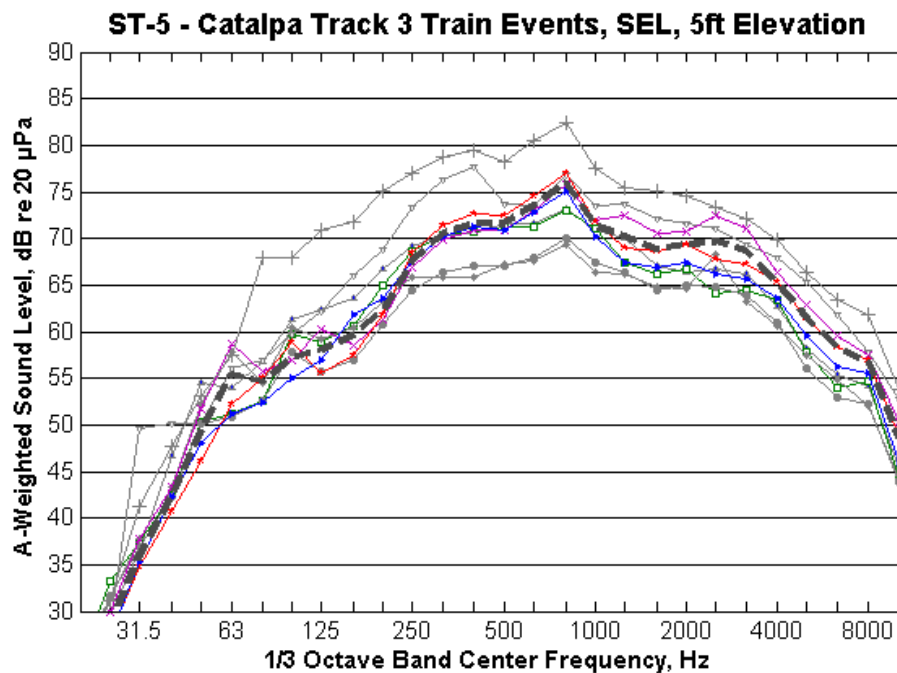


Figure 40: Spectra of Measured SEL for Track 3 Train Events at Site ST-5, Microphone 5 feet Above Ground Level

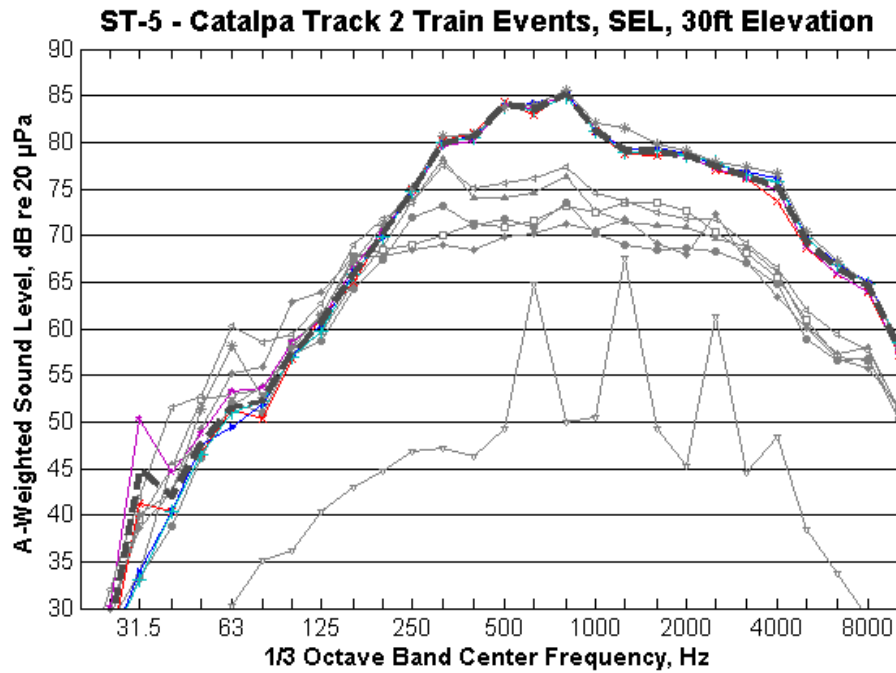


Figure 41: Spectra of Measured SEL for Track 2 Train Events at Site ST-5, Microphone 30 feet Above Ground Level

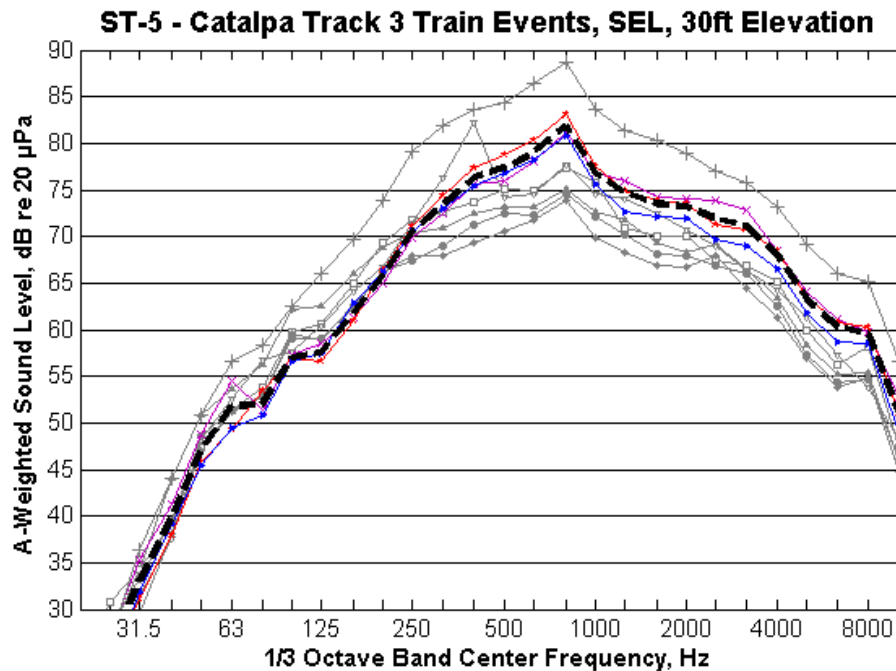


Figure 42: Spectra of Measured SEL for Track 3 Train Events at Site ST-5, Microphone 30 feet Above Ground Level

ST-6: Bryn Mawr Avenue

The microphone was located 14 feet east of the embankment structure about 40 feet north of Bryn Mawr Avenue. The microphone was 5 feet above ground level. An aerial photograph of the measurement site is shown in **Figure 43**.

Figure 44 and Figure 45 show the spectra of the SEL of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line Trains). The average of the train events is the dashed black line.



Figure 43: Aerial Photograph of Site ST-6

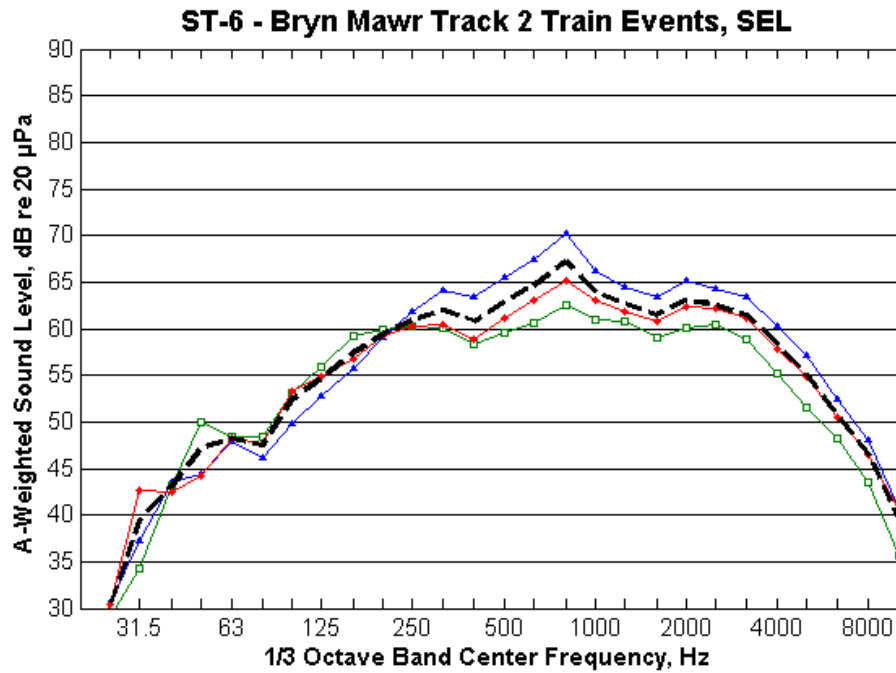


Figure 44: Spectra of Measured SEL for Track 2 Train Events at Site ST-6

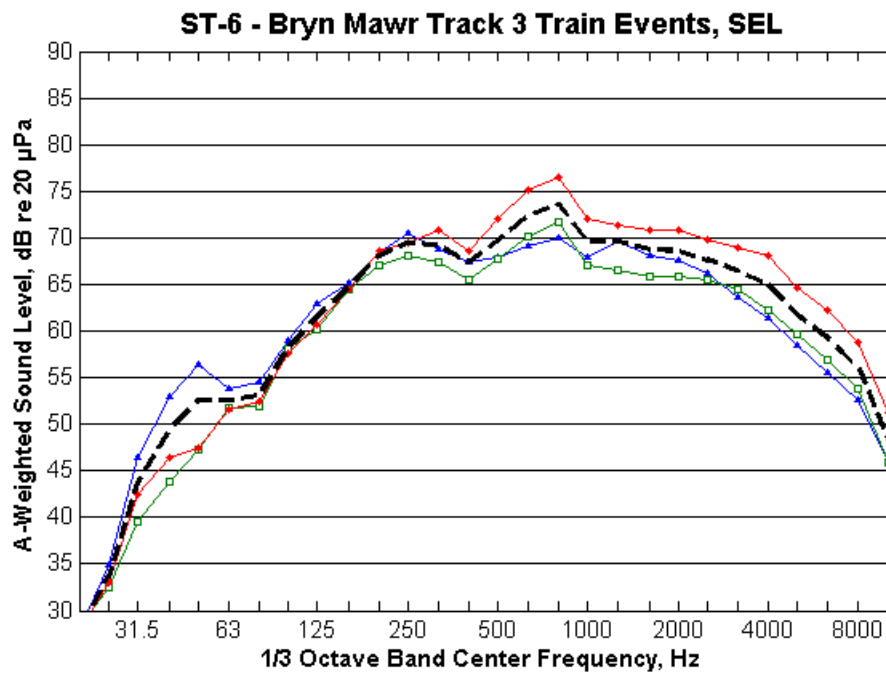


Figure 45: Spectra of Measured SEL for Track 3 Train Events at Site ST-6

ST-7: Hollywood Avenue and Winthrop Avenue

The microphone was located 220 feet east of the embankment structure on the east sidewalk of Winthrop Avenue and south of Hollywood Avenue. There was a row of multistory buildings between the existing embankment structure and the measurement location. The microphone was 5 feet above ground level. An aerial photograph of the measurement site is shown in **Figure 46**.

Figure 47 and Figure 48 show the spectra of the SEL of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line Trains). The average of the train events is the dashed black line.



Figure 46: Aerial Photograph of Measurement Site ST-7

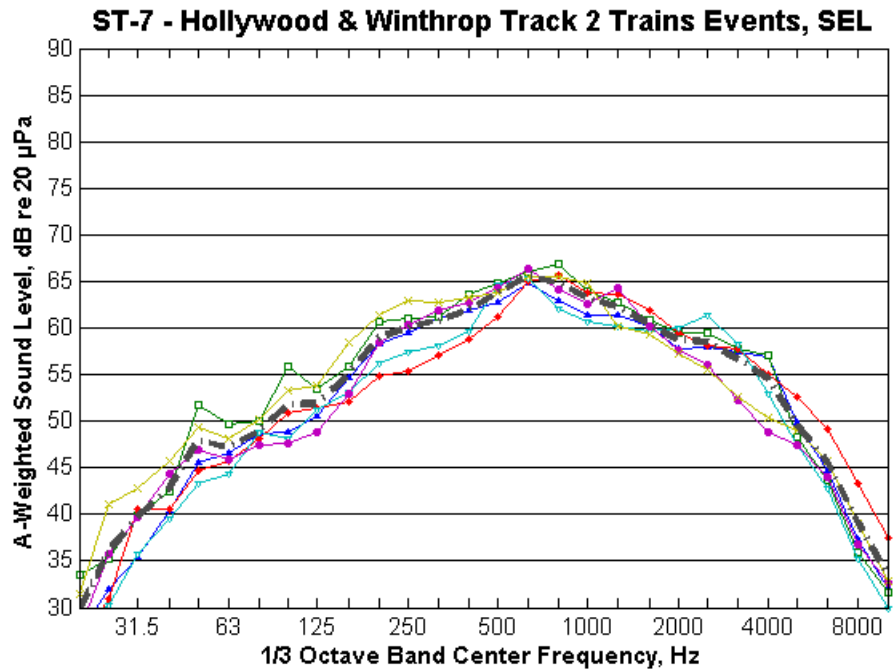


Figure 47: Spectra of Measured SEL for Track 2 Train Events at Site ST-7

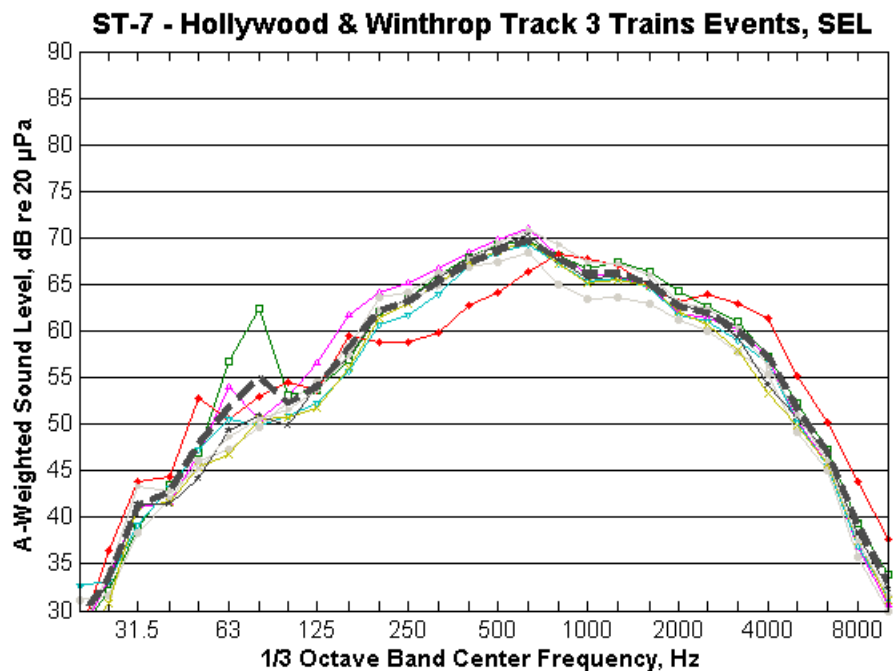


Figure 48: Spectra of Measured SEL for Track 3 Train Events at Site ST-7

ST-8: Riviera Theater

The microphone was located 320 feet west of the existing embankment structure on the sidewalk on Racine Avenue in front of the Riviera Theater. There were some intervening buildings between the measurement location and the existing tracks, but there was a line-of-sight to the structure from the measurement location. The microphone was 5 feet above ground level. An aerial photograph of the measurement site is shown in **Figure 49**.

Figure 50 and Figure 51 show the spectra of the SEL of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line Trains). The average of the train events is plotted with a dashed black line.

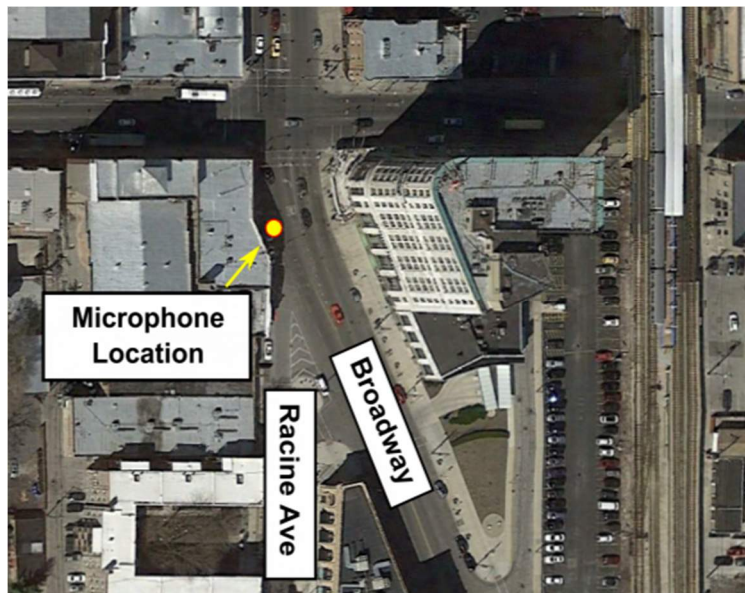


Figure 49: Aerial Photograph of Measurement Site ST-8

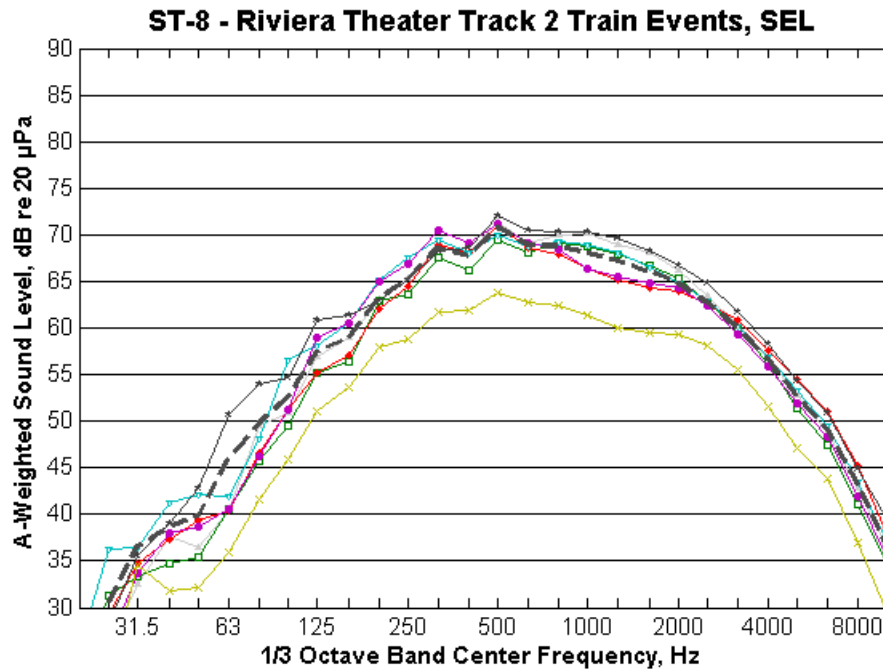


Figure 50: Spectra of Measured SEL for Track 2 Train Events at Site ST-8

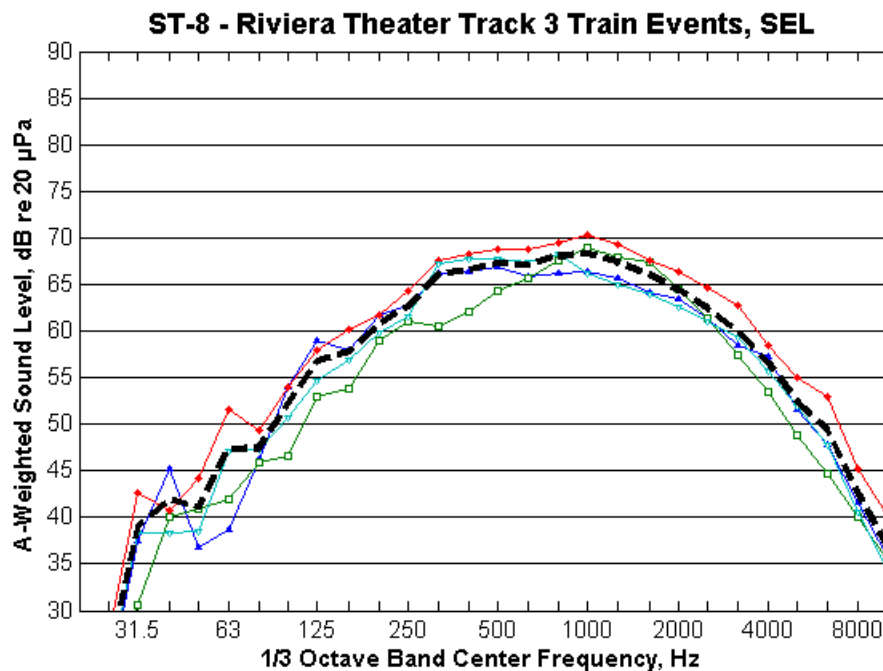


Figure 51: Spectra of Measured SEL for Track 3 Train Events at Site ST-8

ST-9: Aragon Theater

The microphone was located inside of the Aragon Ballroom on the second floor. Some train noise was audible in the ballroom; however, there was an open door in another area of the ballroom. If all doors and windows had been shut, measured train noise inside the ballroom would have been lower. An aerial photograph of the measurement site is shown in **Figure 52**.

Figure 53 and **Figure 54** show the spectra of the SEL of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line Trains). The average of the train events is plotted with a dashed black line.



Figure 52: Aerial Photograph of Measurement Site ST-9

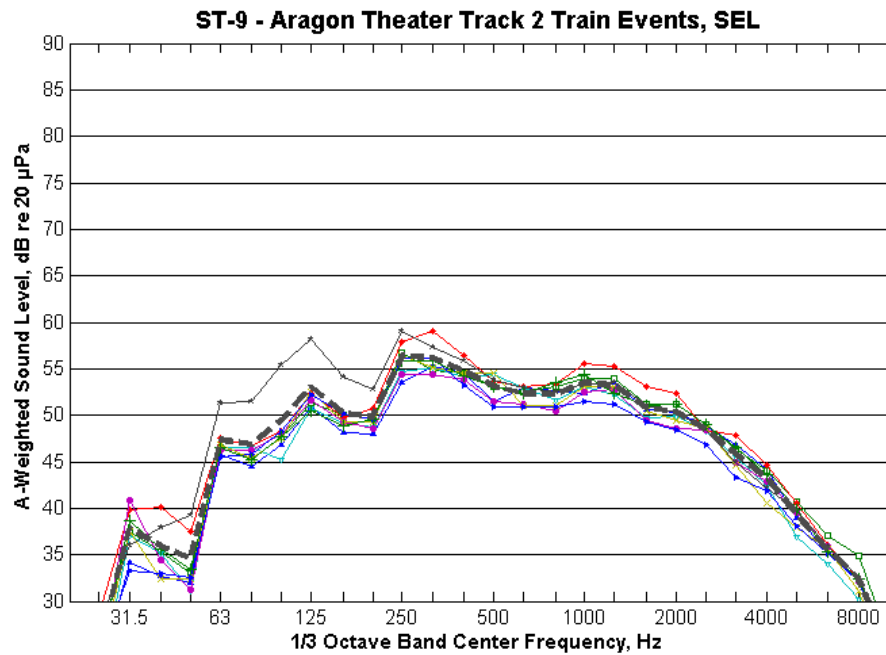


Figure 53: Spectra of Measured SEL for Track 2 Train Events at Site ST-9

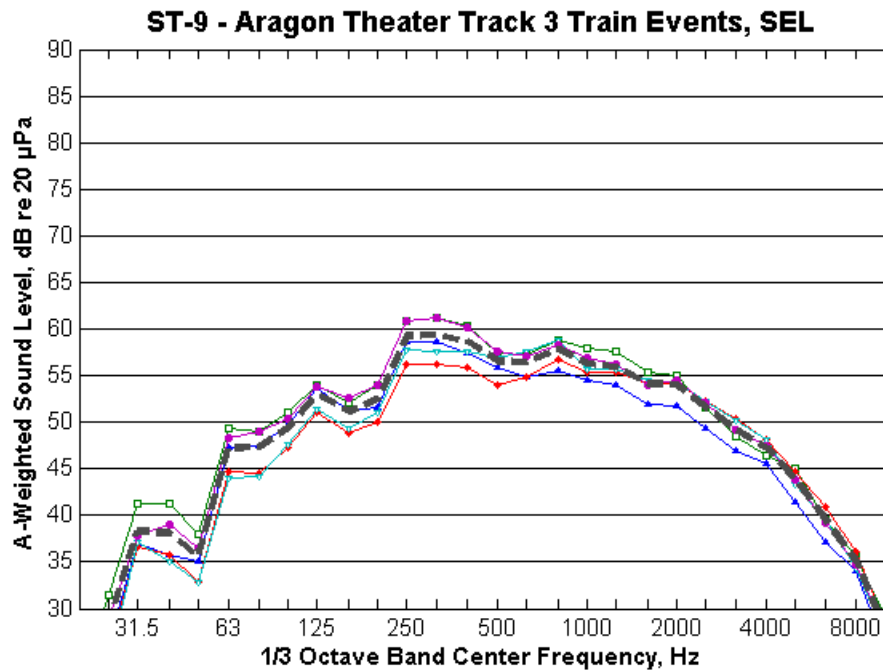


Figure 54: Spectra of Measured SEL for Track 3 Train Events at Site ST-9

A.4 Reference Level Measurements: Fullerton Station

A train noise measurement was conducted at the existing Fullerton station structure to determine a reference noise level for CTA trains operating on a closed-deck structure with direct-fixation track. Details about the measurement location are presented in **Section 5**. The train noise was measured 50 feet east of the structure at two microphone positions: 5 feet above ground level and 30 feet above ground level.

Figure 55 and **Figure 56** show the SEL of the train events measured on all four tracks at Fullerton station. Six-car Purple Line trains and four-car Brown Line trains were operating on Tracks 1 and 4 and eight-car Red Line trains were operating on Tracks 3 and 4. The average of the train events in each figure is plotted with a dashed black line. The train events that were excluded from the average are plotted in gray. Key observations from the measurement results are:

- The train events with generally low levels and a peak in the 1000 Hz $1/3$ octave band are trains that were traveling very slowly and sounded their horn as they exited the station. These trains were excluded from the averages used in the noise impact analysis.
- Averages from Tracks 2 and 3 include only 5000 series trains. In general, 5000-series trains have lower noise levels which is likely due to better wheel condition. Averages from Tracks 1 and 4 include all train series because there were very few 5000 series trains operating on those tracks.
- Averages include trains traveling at similar speeds. Trains traveling on Tracks 2, 3, and 4 were traveling about 25mph. Trains traveling on Track 1 were traveling about 40 mph. The trains on all tracks were accelerating and decelerating as they entered and exited Fullerton station.
- The track at Fullerton station has jointed rail. The noise from the joints was particularly audible from Track 3.

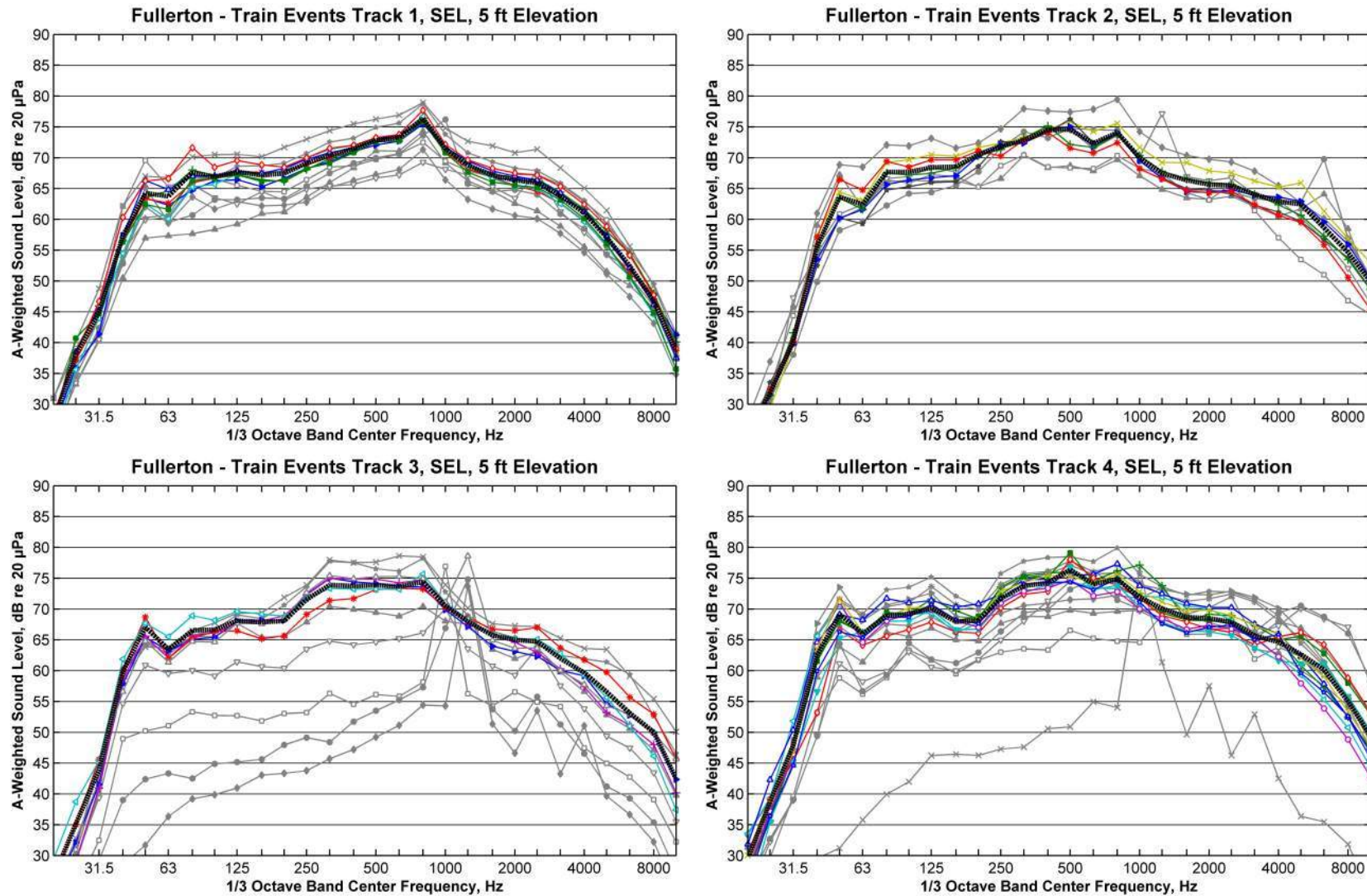


Figure 55: Spectra of Measured SEL for Train Events at Fullerton Station, Microphone at 5 feet Above Ground Level

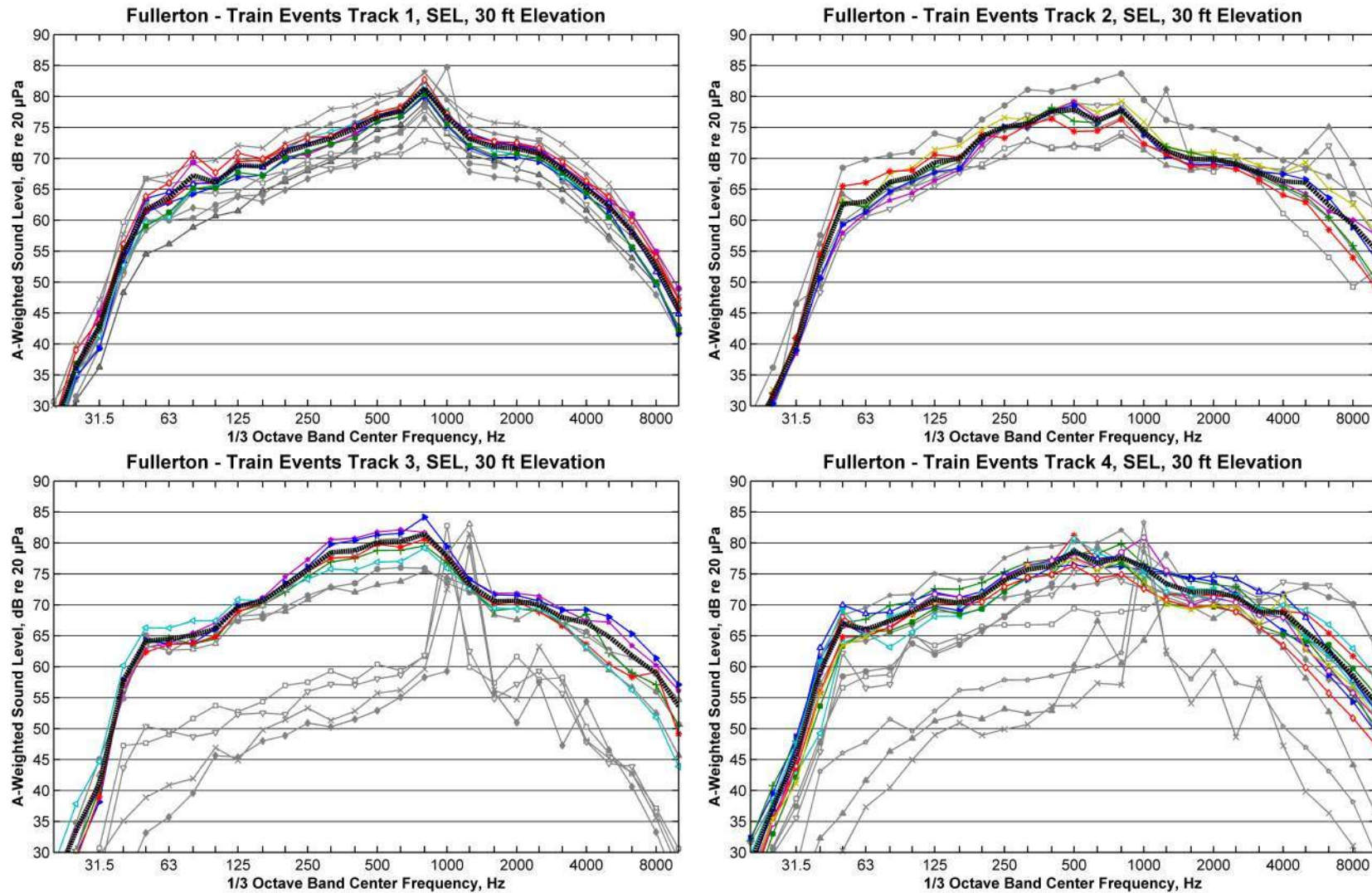


Figure 56: Spectra of Measured SEL for Train Events at Fullerton Station, Microphone at 30 feet Above Ground Level

A.5 Reference Level Measurements: Pulaski Station

A train noise measurement was conducted at the existing Orange Line east of Pulaski station to determine a reference noise level for CTA trains operating on a closed-deck structure with ballast-and-tie track. Details about the measurement location are presented in **Section 5.2.2.1**. The train noise was measured 50 feet east of the structure at two microphone positions: 5 feet above ground level and 30 feet above ground level.

Figure 57 shows the SEL of train events measured on the northbound and southbound tracks. Four-car Orange Line trains were operating during the measurement. The average of the train events is plotted with a dashed black line in each figure. The train events that were excluded from the average are plotted in gray. Key observations from the measurement results are:

- The train events that are excluded from the averages (plotted in grey) with generally low noise levels are from slower train speeds. The train speeds slowed substantially when technical staff was on the tracks installing and removing measurement equipment.
- The train events that are excluded from the averages (plotted in grey) with generally high noise levels probably have poor wheel condition.
- The southbound track has higher noise levels than the northbound track. This is likely due to a track joint, or other defect in the track.

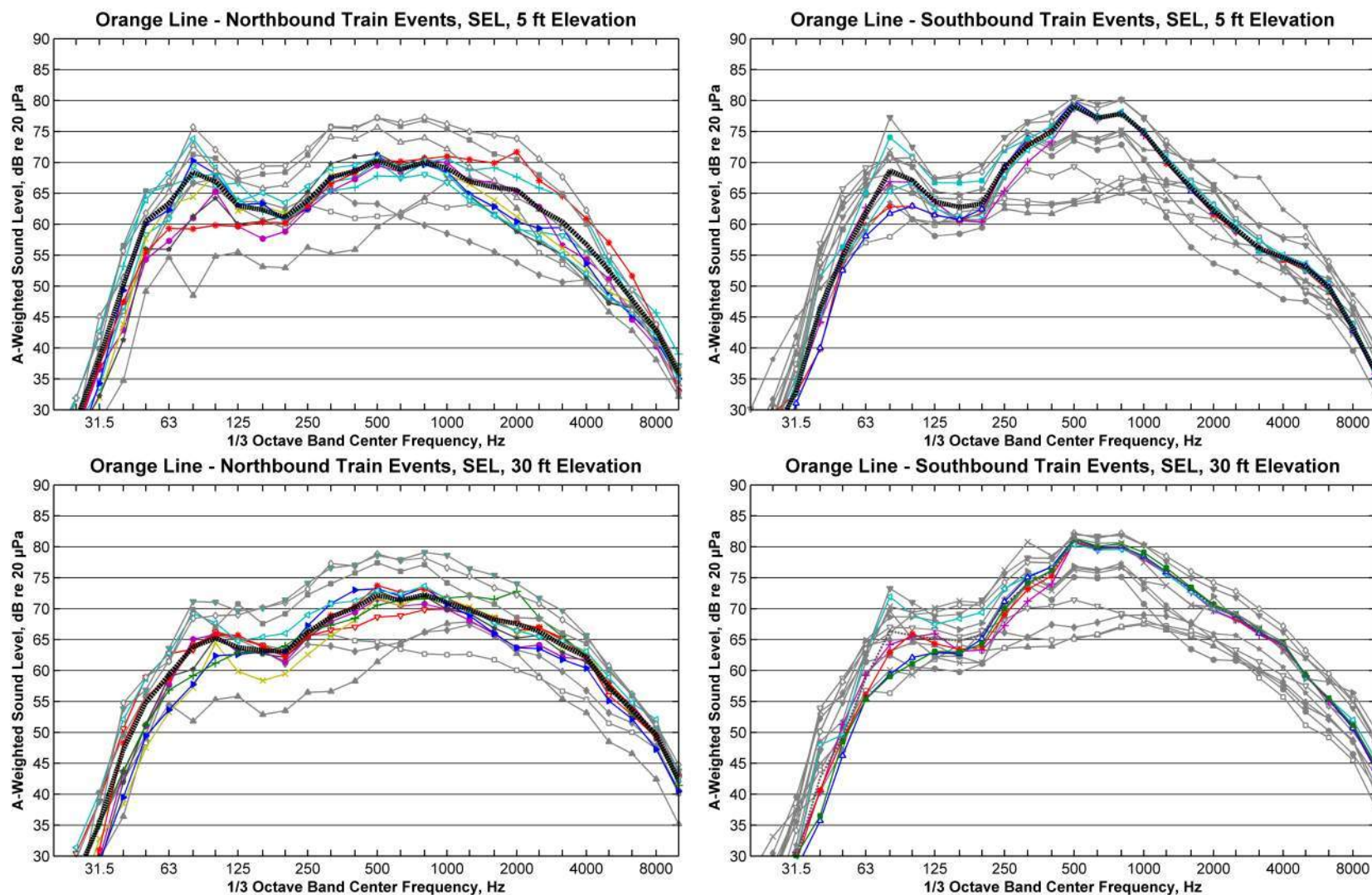


Figure 57: Spectra of Measured SEL for Train Events at Orange Line Pulaski Station

Appendix B: Vibration Measurements

ST-1: Lawrence Avenue

Accelerometers were located 25 feet, 50 feet, and 70 feet east of the embankment structure in Hickory Park, about 400 feet north of Lawrence Avenue. An additional accelerometer was placed next to the embankment structure; however, the data from that accelerometer was omitted from the existing vibration prediction model because the measured train vibration levels were lower than those measured at 25 feet. There was a slow order for trains operating on Track 3 (northbound) that limited train speeds to 15 mph. The data from Track 3 was not used in the analysis due to the slow order. Trains on Track 2 (southbound) were traveling about 30 mph. An aerial photograph of the measurement location is shown in **Figure 58**.

Figure 59 and **Figure 60** show the band maximum versus distance for Tracks 2 and 3. **Figure 61** through **Figure 68** show the spectra of the L_{max} of the train events for the different tracks and measurement locations.



Figure 58: Aerial Photograph of Measurement Site ST-1

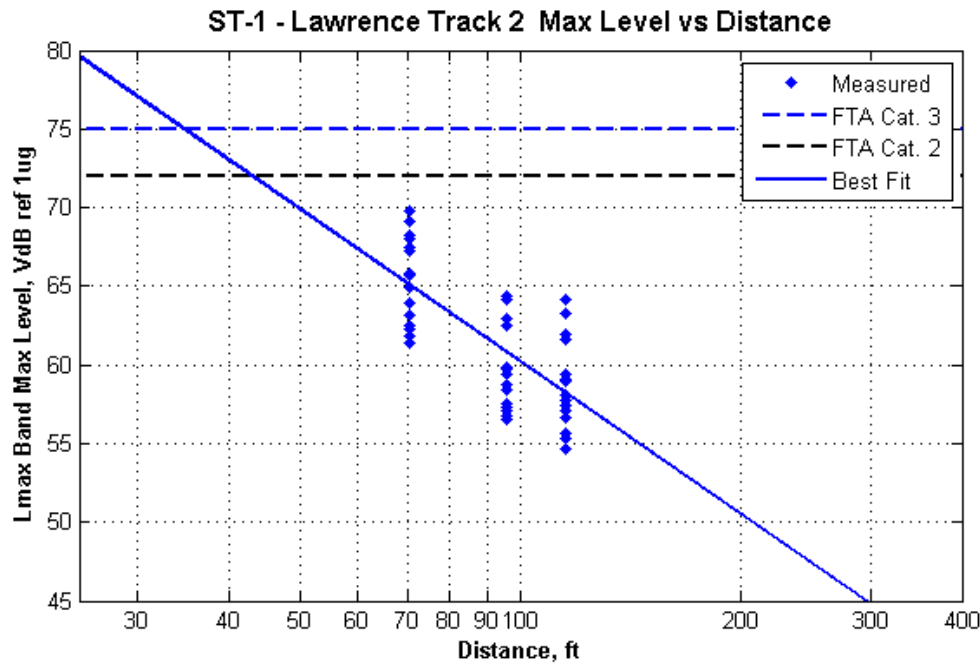


Figure 59: Measured L_{\max} Band Max Level for Track 2 Train Events Versus Distance

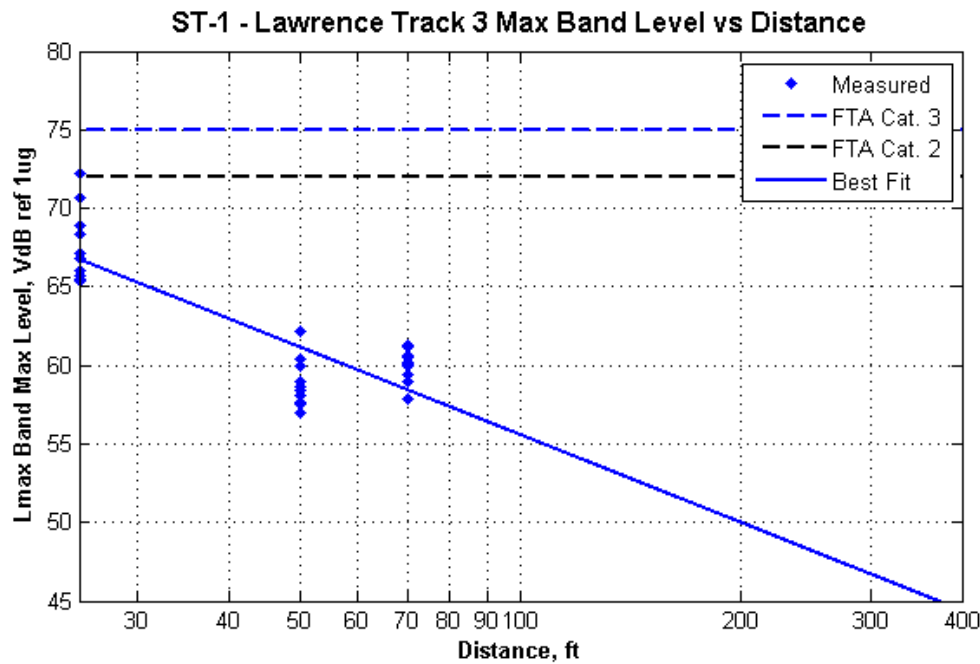


Figure 60: Measured L_{\max} Max Band Level for Track 3 Train Events Against Distance

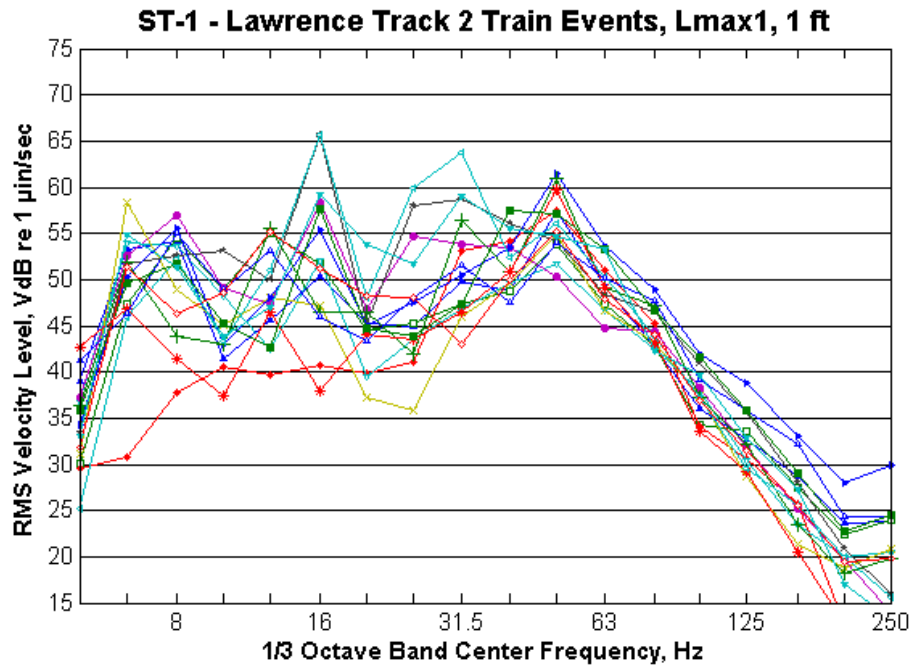


Figure 61: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-1, 1 foot

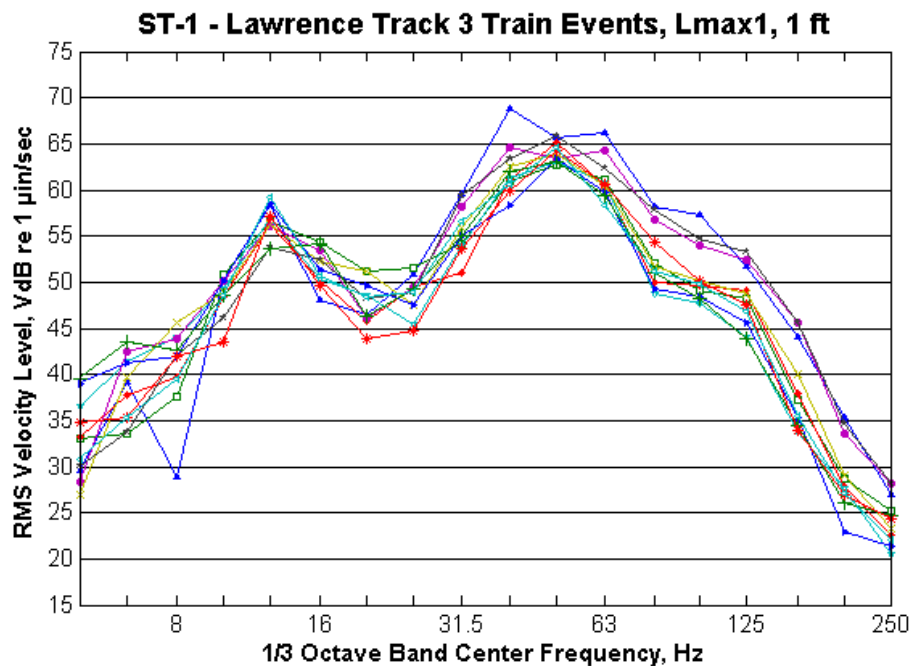


Figure 62: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-1, 1 foot

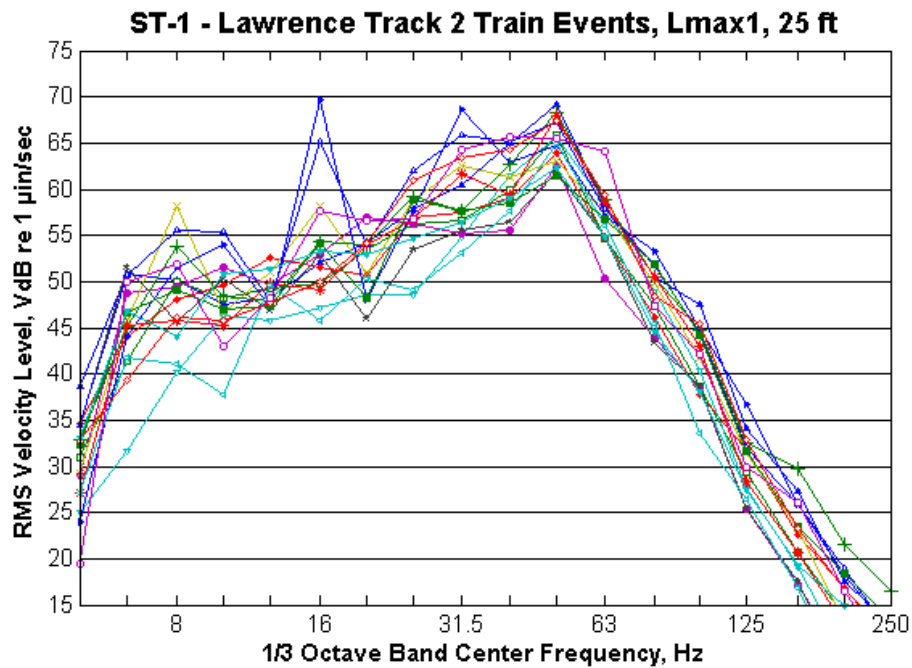


Figure 63: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-1, 25 feet

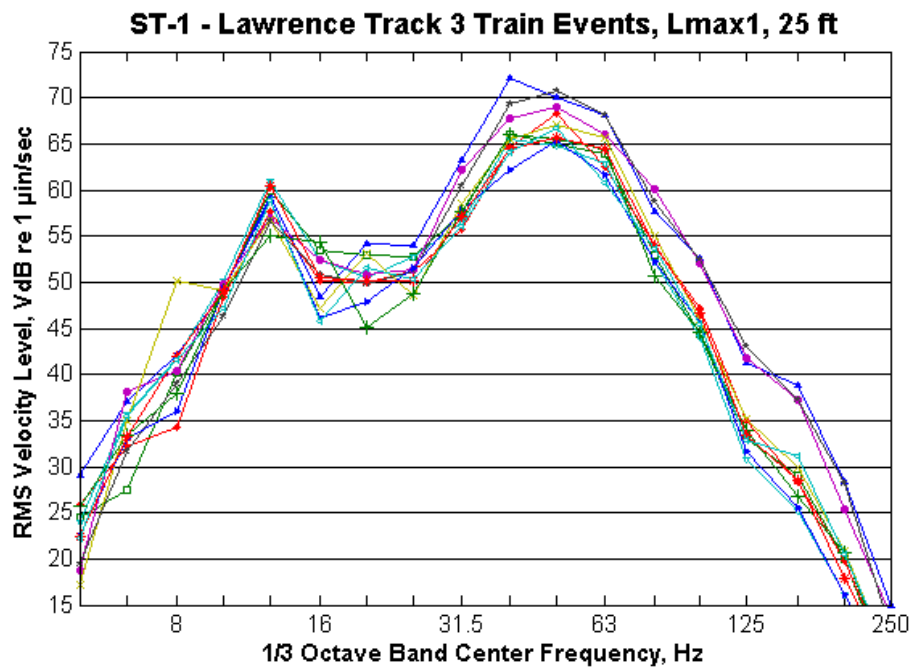


Figure 64: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-1, 25 feet

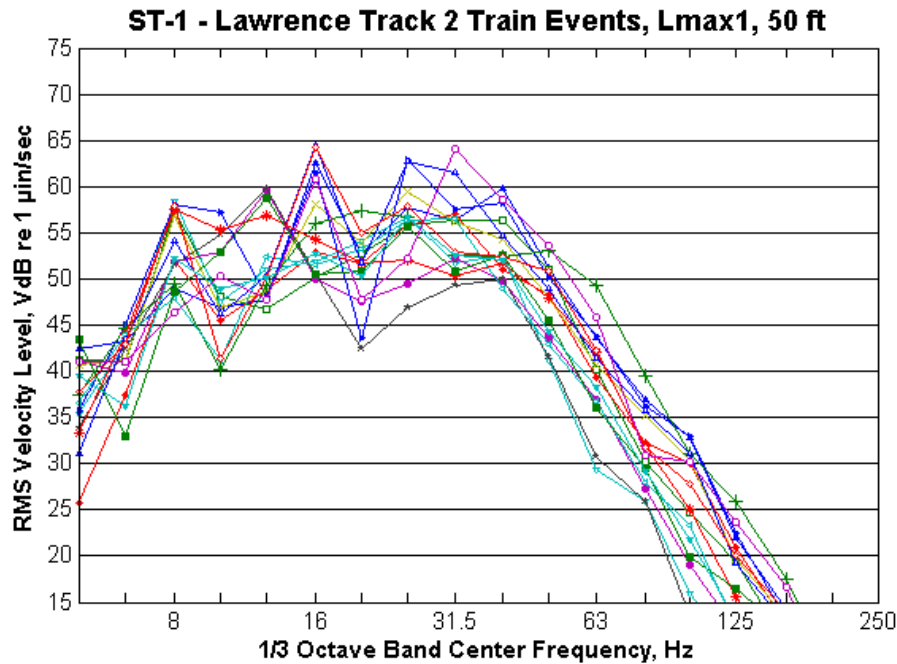


Figure 65: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-1, 50 feet

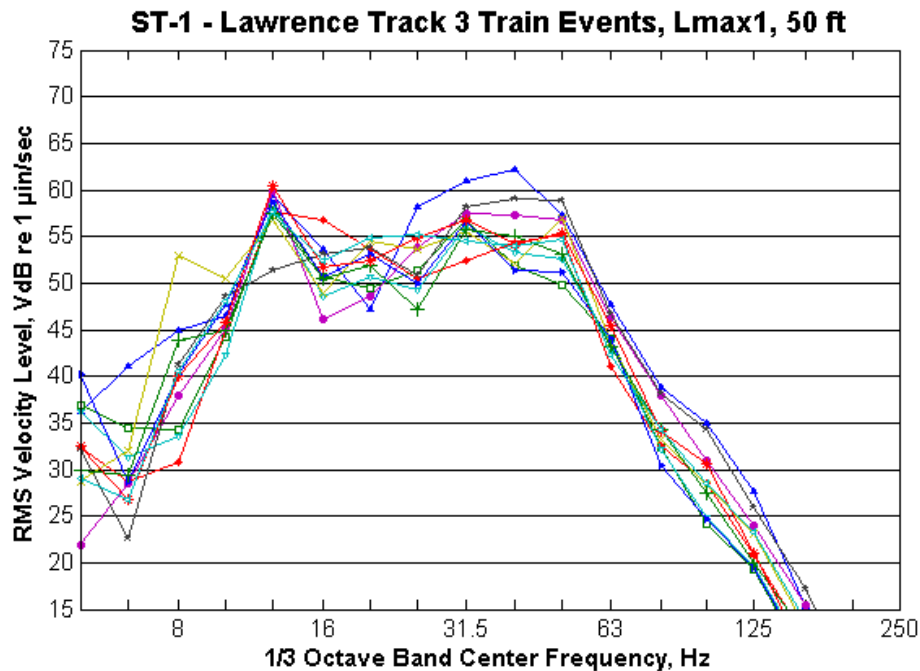


Figure 66: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-1, 50 feet

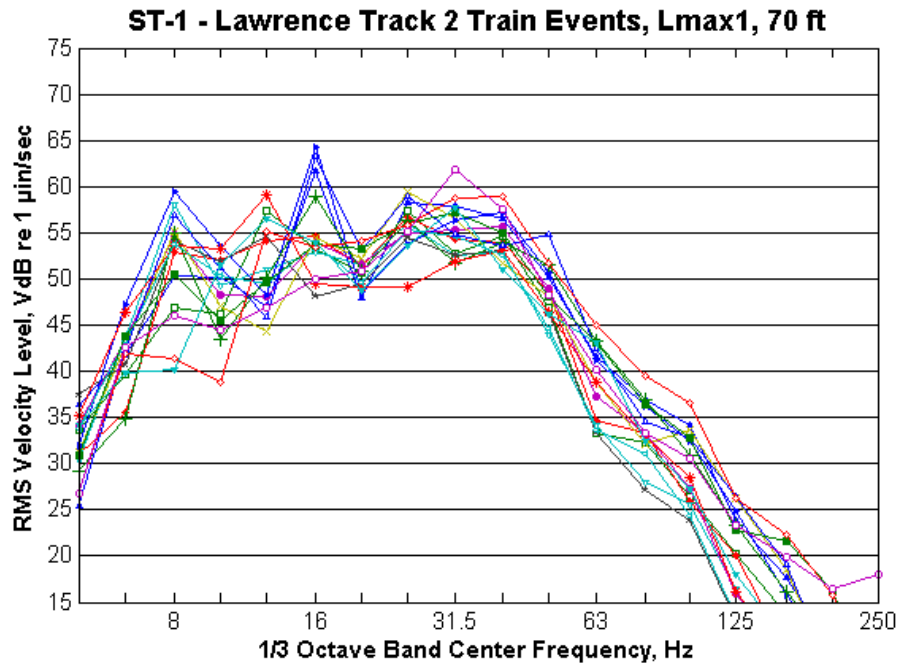


Figure 67: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-1, 70 feet

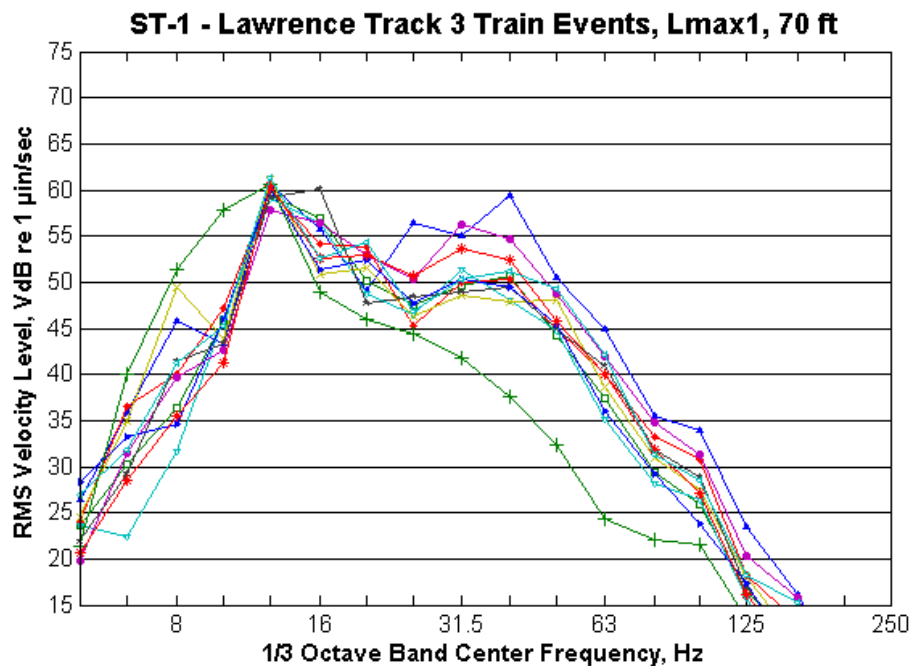


Figure 68: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-1, 70 feet

ST-2: Ainslie Street

The accelerometer was located 25 feet east of the embankment structure on the north sidewalk of Ainslie Street. The train speeds for the northbound and southbound tracks were approximately 40 mph. An aerial photograph of the measurement site is shown in **Figure 69**.

Figure 70 and **Figure 71** show the spectra of the L_{max} of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line trains). The average of the train events is the dashed black line.



Figure 69: Aerial Photograph of Measurement Site ST-2

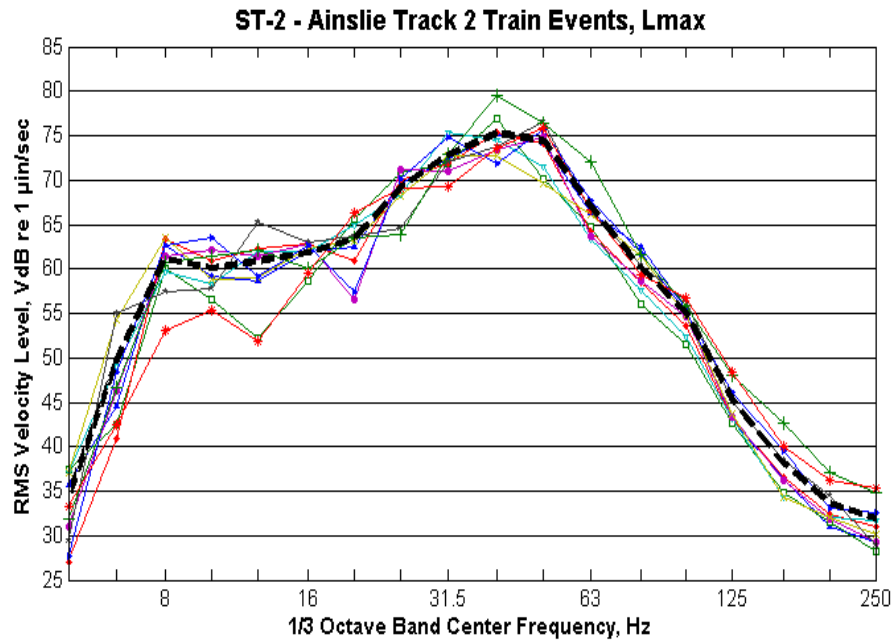


Figure 70: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-2

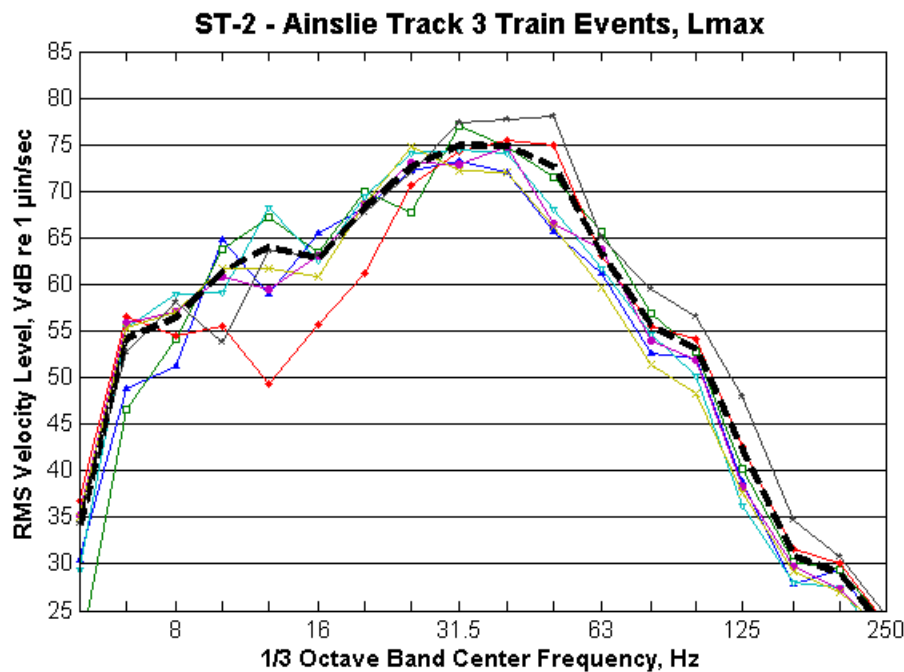


Figure 71: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-2

ST-3: Winona Street

Accelerometers were located 25 feet, 50 feet, 100 feet, 200 feet, and 300 feet east of the embankment structure on the north sidewalk of Catalpa Avenue. An aerial photograph of the measurement site is shown in **Figure 72**.

Figure 73 shows the band maximum level versus distance curve fits for each track which illustrate how vibration decays with distance. The level used in the curve fit was the maximum band level of the one-second L_{max} of each pass-by. Track 1 contains two groupings of trains (older 2000 and 3000 series trains and newer 5000 series trains) which produced very different curves than those from other sites.

Figure 74 through **Figure 78** show the spectra of the L_{max} of the train events measured at ST-3 at each accelerometer position.



Figure 72: Aerial Photograph of Measurement Site ST-3

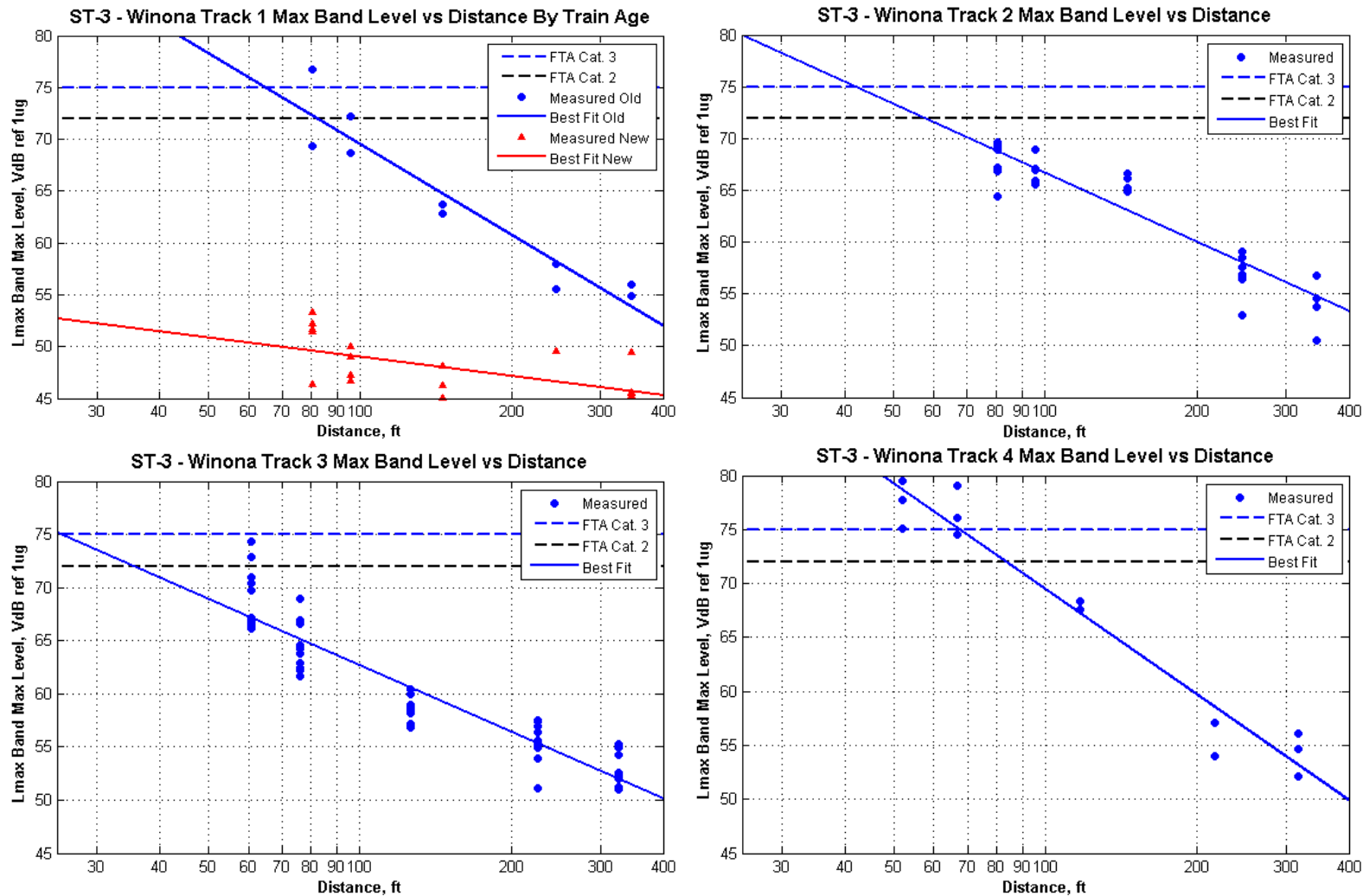


Figure 73: Measured L_{\max} Max Band Level Against Distance for Train Events at Site ST-3

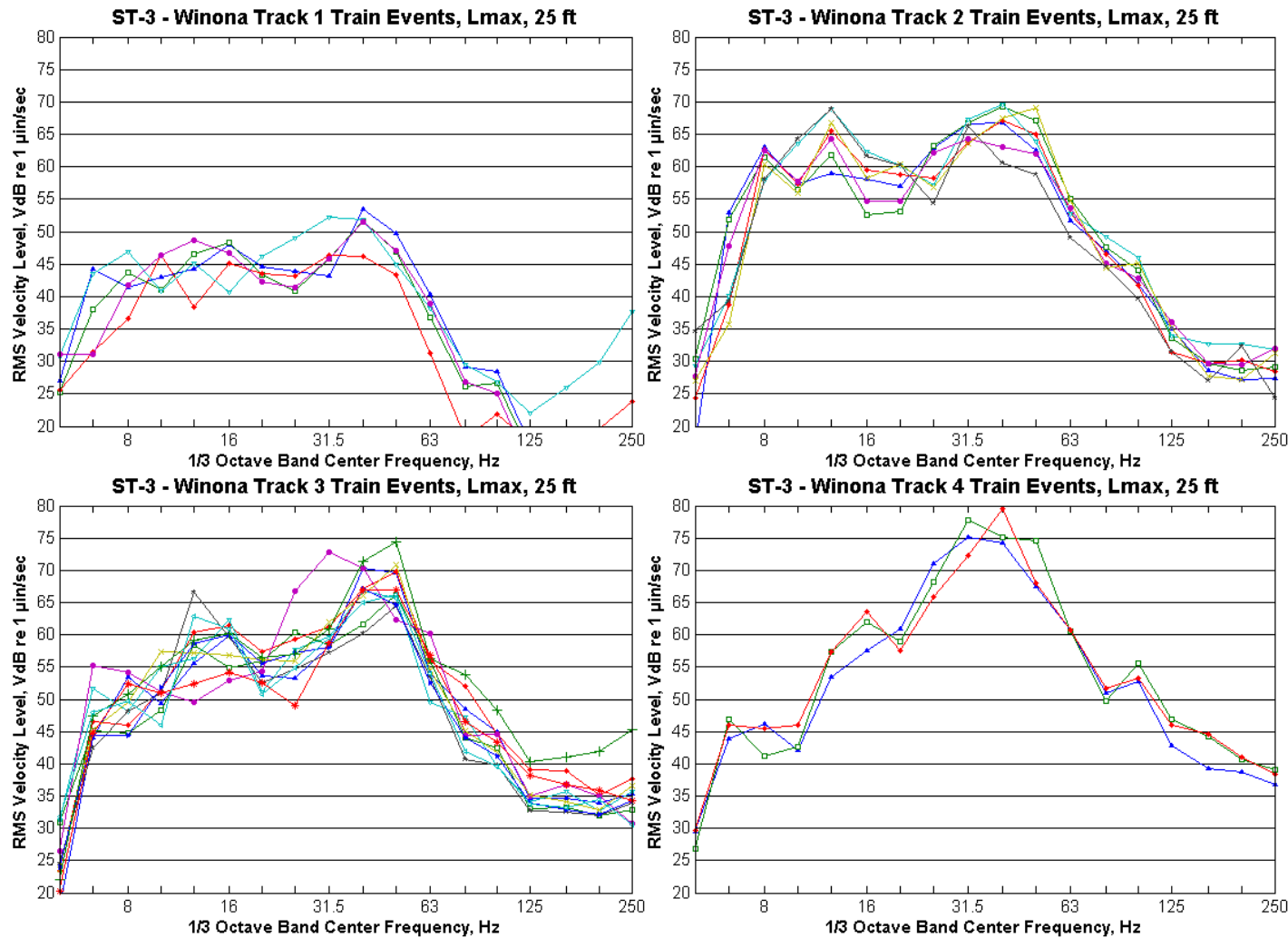


Figure 74: Spectra of Measured L_{max} for Train Events at Site ST-3, 25 feet

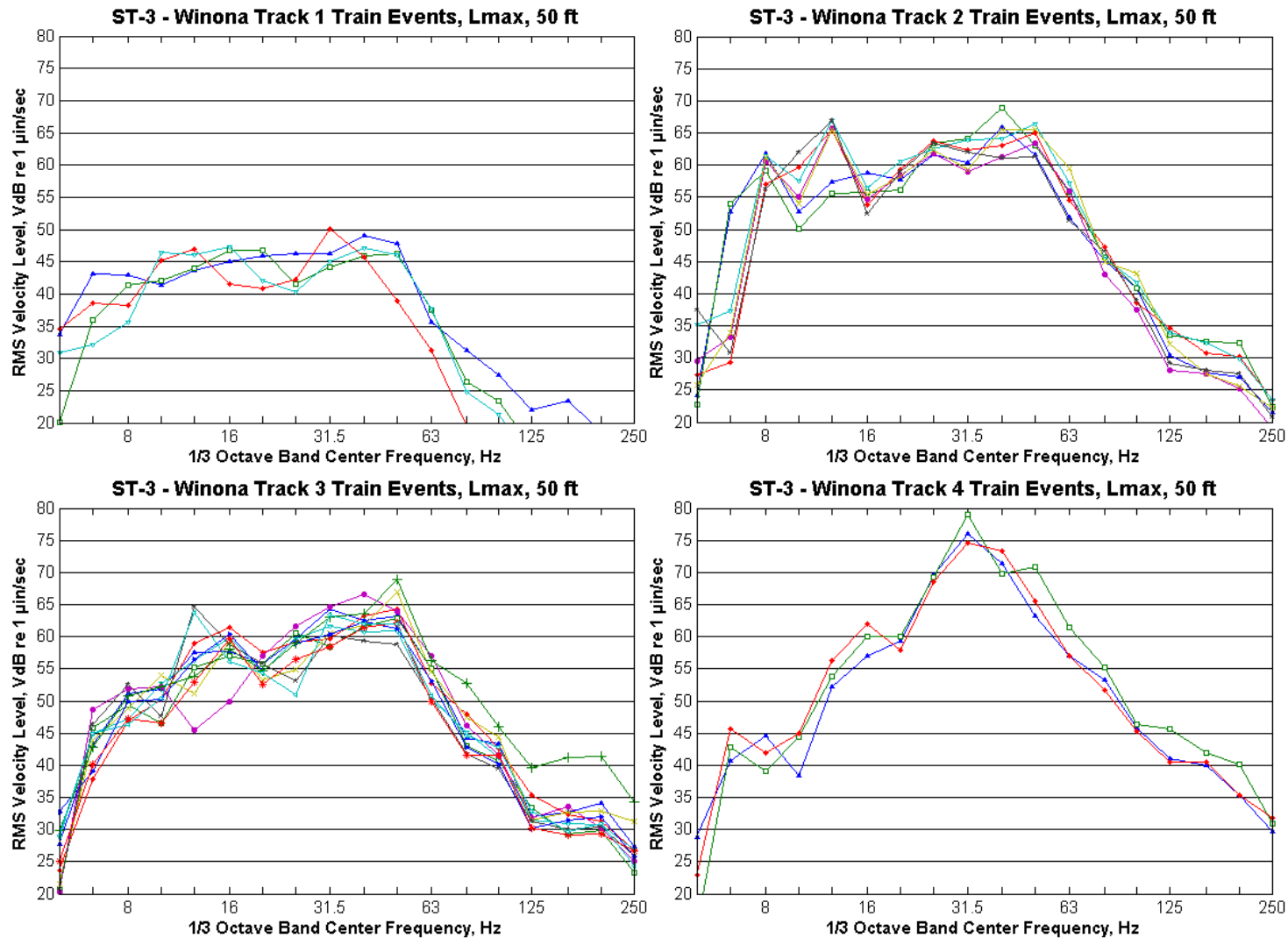


Figure 75: Spectra of Measured L_{max} for Train Events at Site ST-3, 50 feet

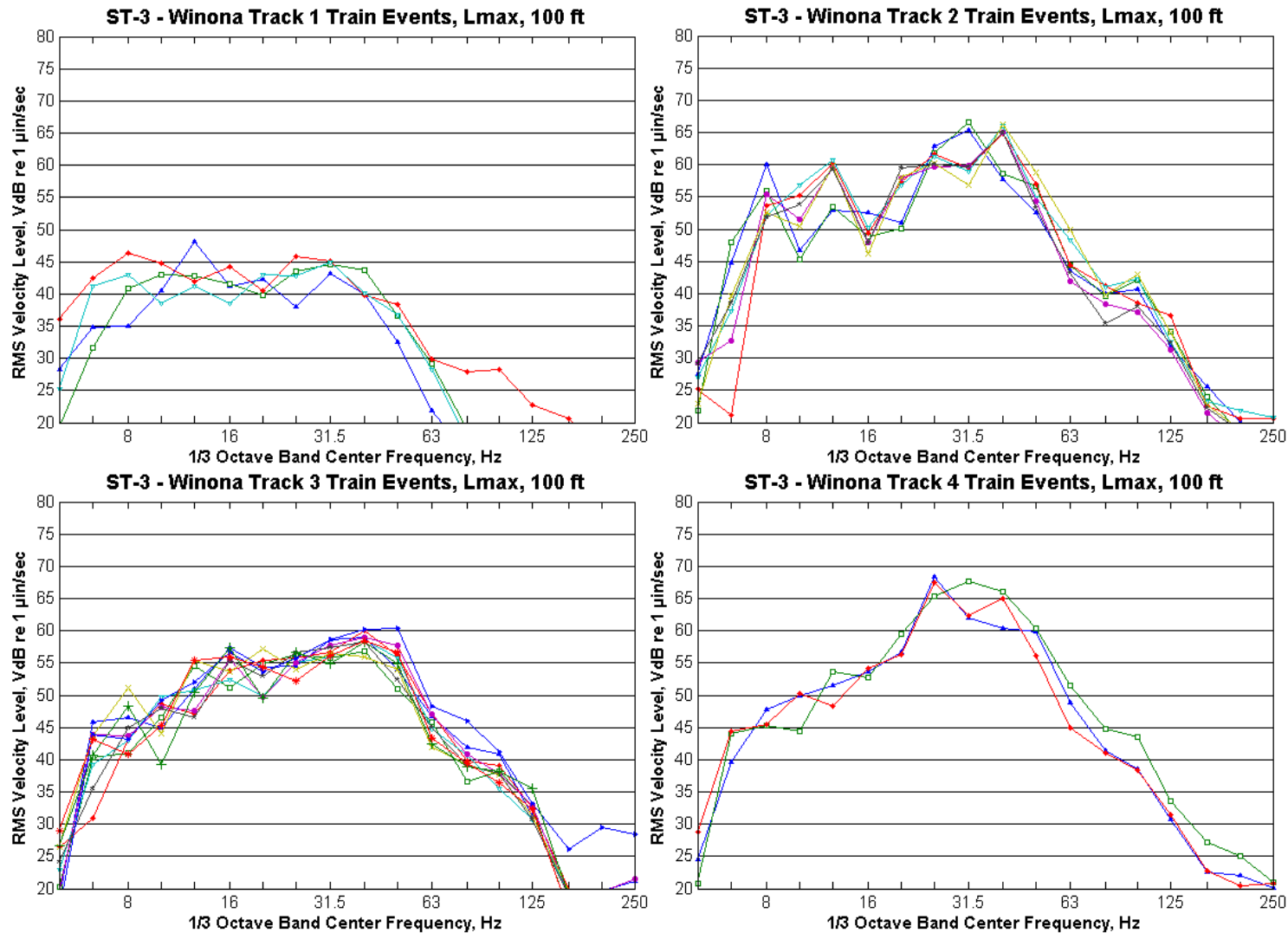


Figure 76: Spectra of Measured L_{max} for Train Events at Site ST-3, 100 feet

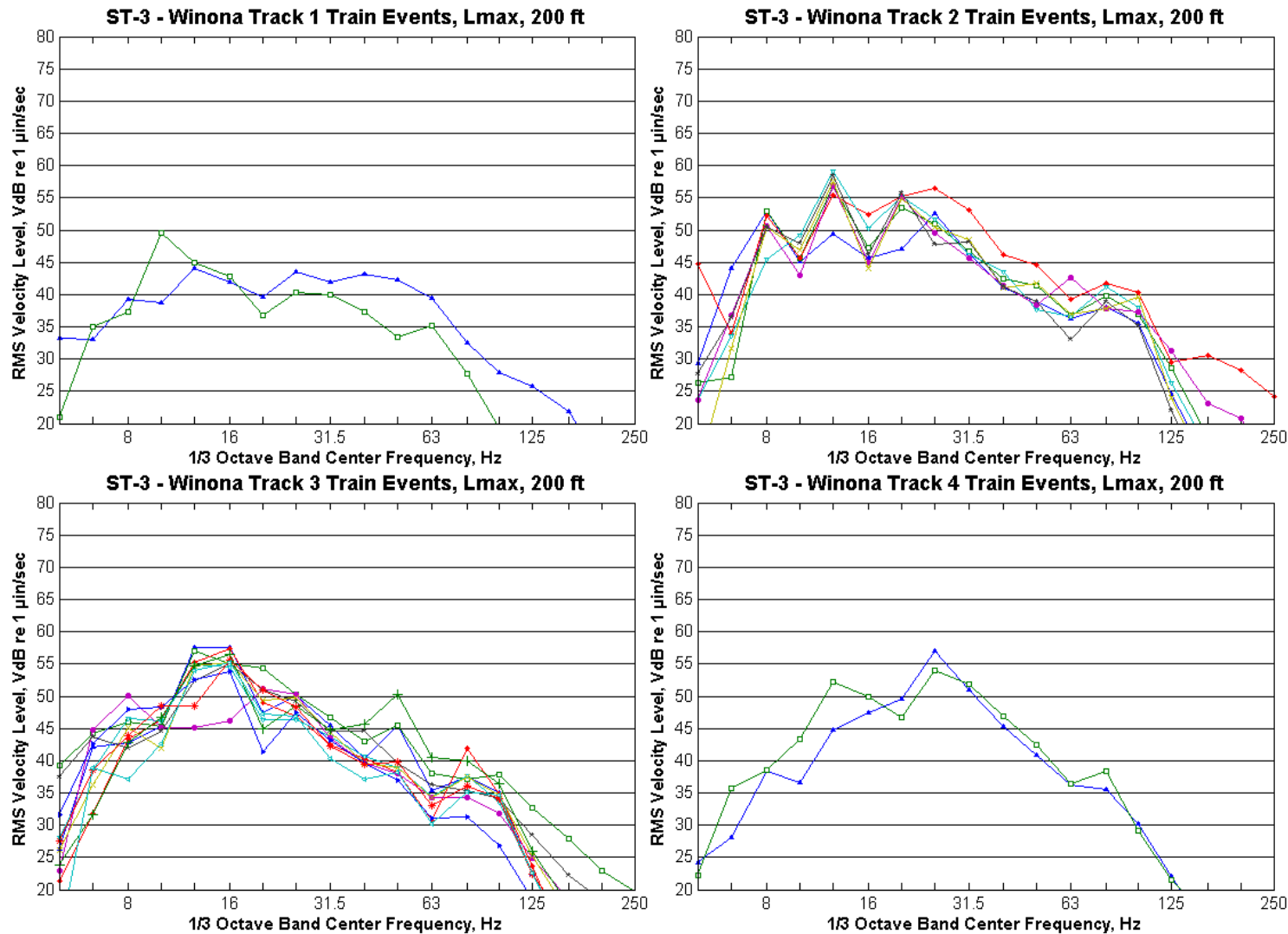


Figure 77: Spectra of Measured L_{max} for Train Events at Site ST-3, 200 feet

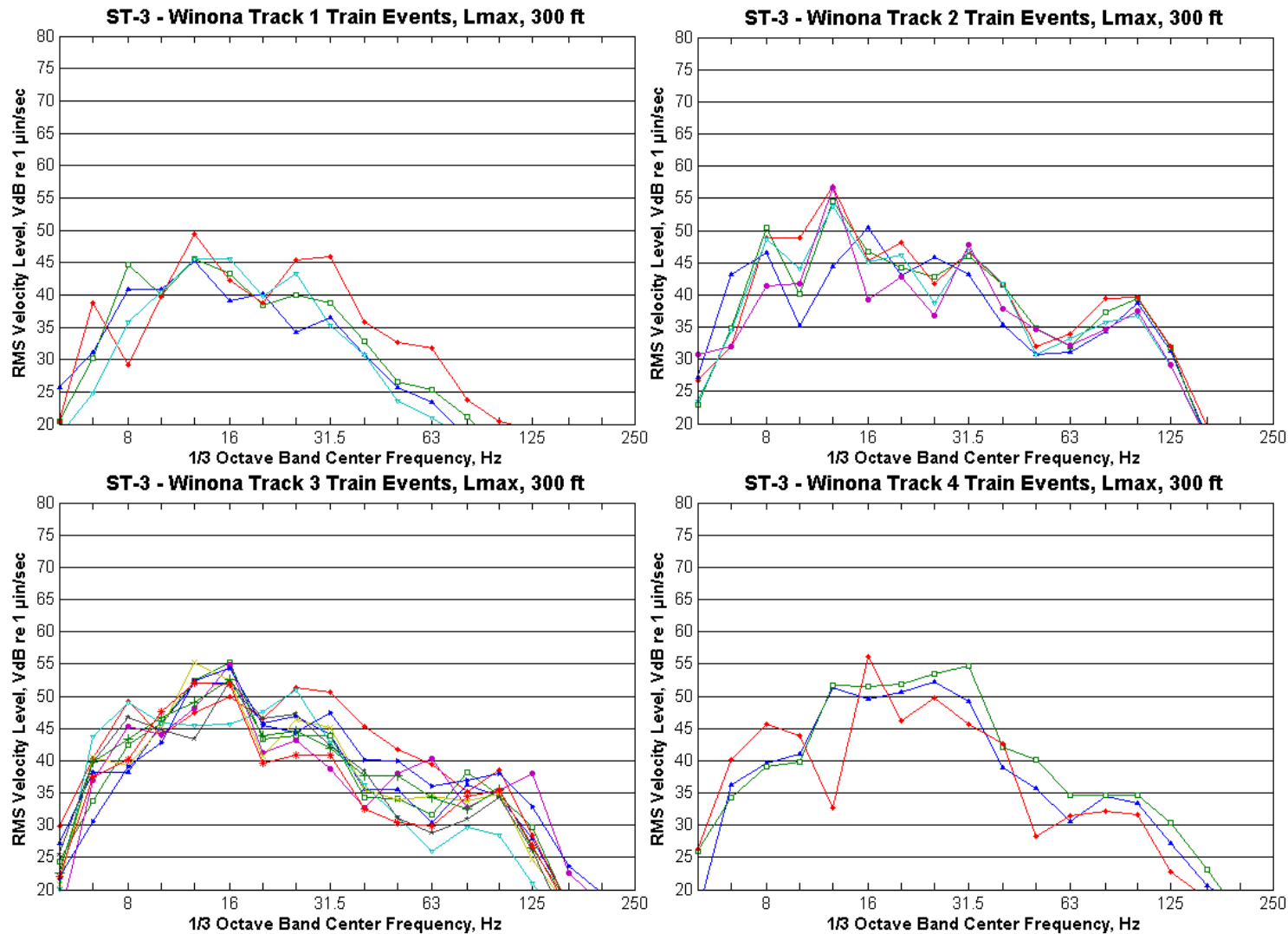


Figure 78: Spectra of Measured L_{max} for Train Events at Site ST-3, 300 feet

ST-4: Balmoral Avenue

The accelerometer was located 50 feet east of the embankment structure in the parking lot of a multifamily residence about 100 feet north of Balmoral Avenue. An aerial photograph of the measurement site is shown in **Figure 79**.

Figure 80 through **Figure 83** show spectra of the L_{max} of the train events on Tracks 1 through 4. Six-car Purple Line trains were operating on Tracks 1 and 4 and eight-car Red Line trains were operating on Tracks 2 and 3. The train speeds for the Tracks 2 and 3 were approximately 45 mph. The average of the train events is plotted with a dashed black line.



Figure 79: Aerial Photograph of Measurement Site ST-4

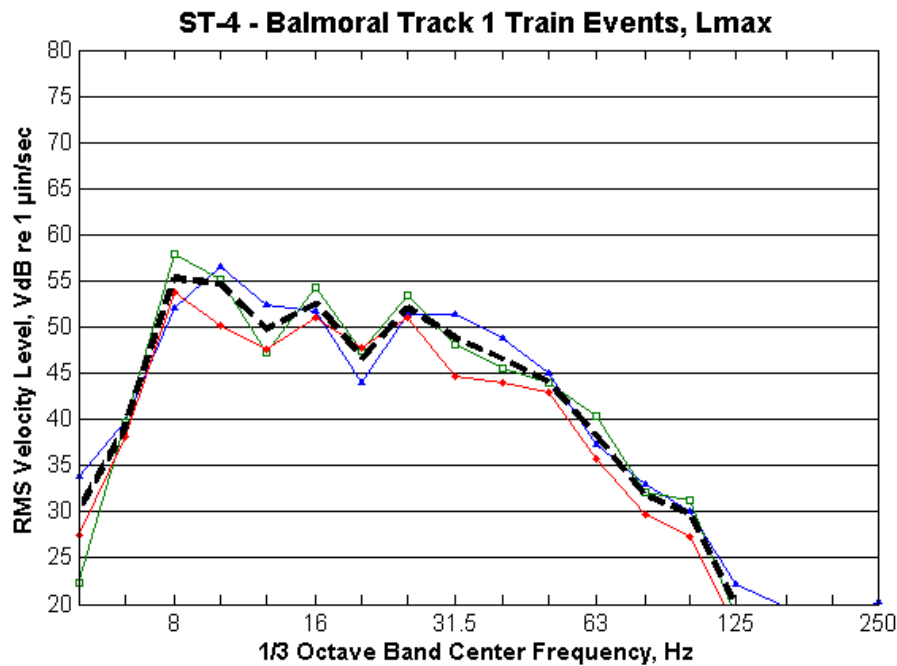


Figure 80: Spectra of Measured L_{max} for Track 1 Train Events at Site ST-4

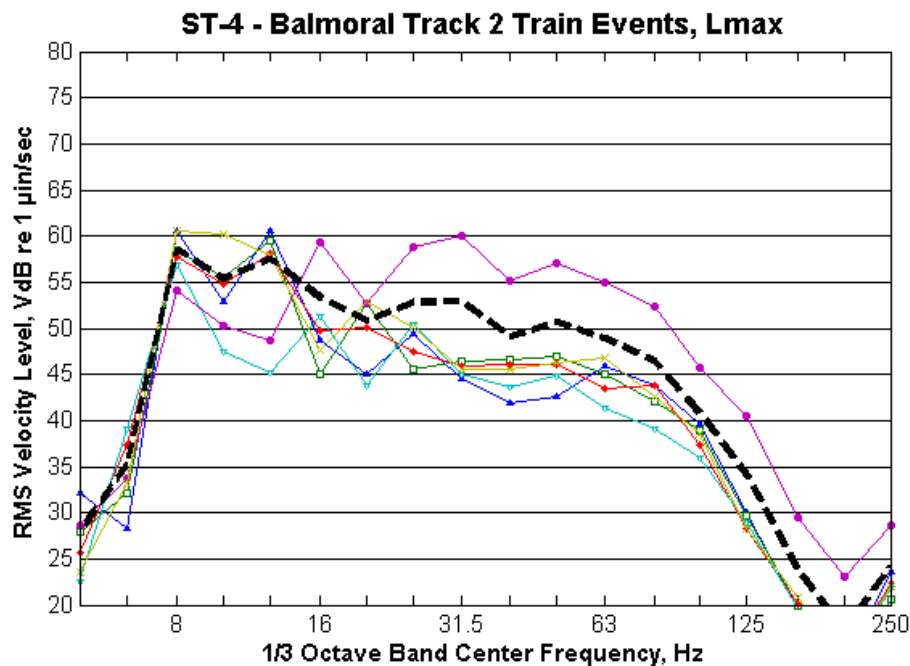


Figure 81: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-4

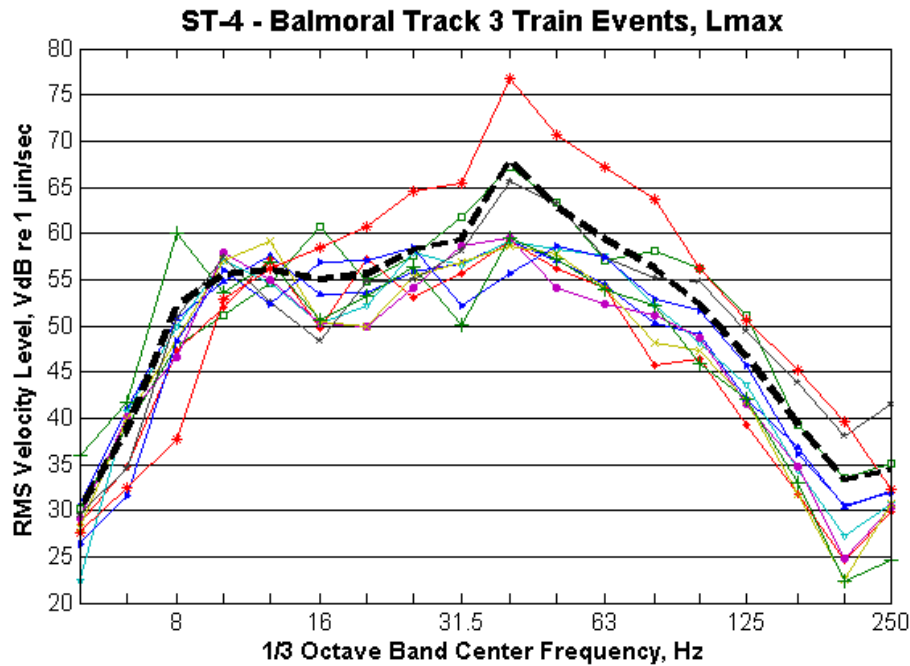


Figure 82: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-4

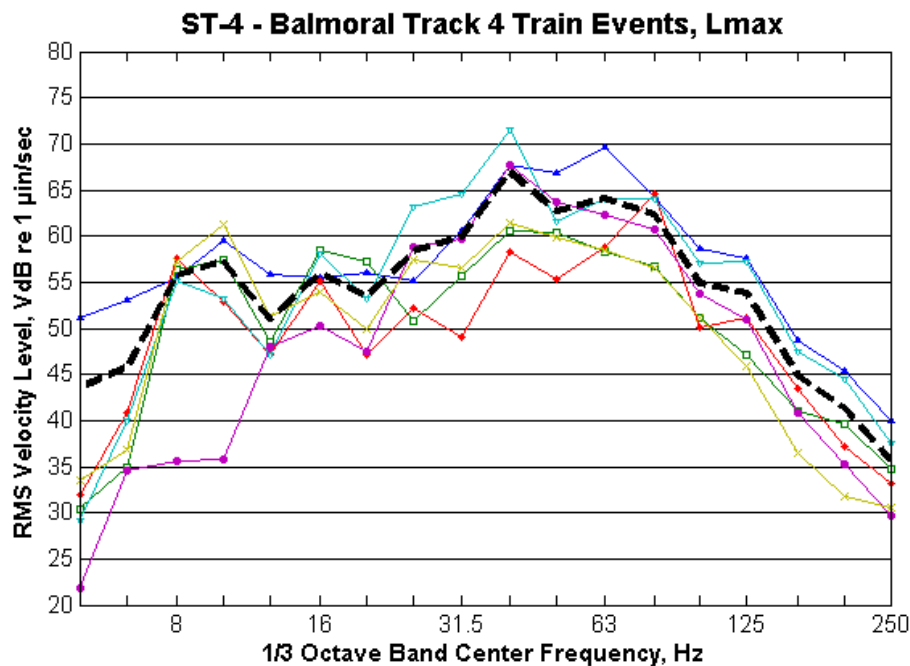


Figure 83: Spectra of Measured L_{max} for Track 4 Train Events at Site ST-4

ST-5: Catalpa Avenue

Accelerometers were located 1 foot, 16 feet, 25 feet, 50 feet, 75 feet and 100 feet east of the embankment structure on the north sidewalk of Catalpa Avenue. An aerial photograph of the measurement site is shown in **Figure 84**.

Figure 85 through **Figure 86** show the measured band maximum level at each measurement position as well as a best fit curve of those data points. The data from the accelerometer 1 foot from the embankment was excluded from the fit because it showed vibration levels lower than those measured at 16 feet. The low levels at that accelerometer is likely due to attenuation from the embankment structure itself.

Figure 87 through **Figure 98** show the spectra of the L_{max} of the train events on Tracks 2 and 3. About half of the trains were traveling at slow speeds (less than 20 mph) due to a work crew in the right-of-way. The levels from the slow trains were not included in the analysis and not shown in figures below.



Figure 84: Aerial Photograph Showing Measurement Site ST-5

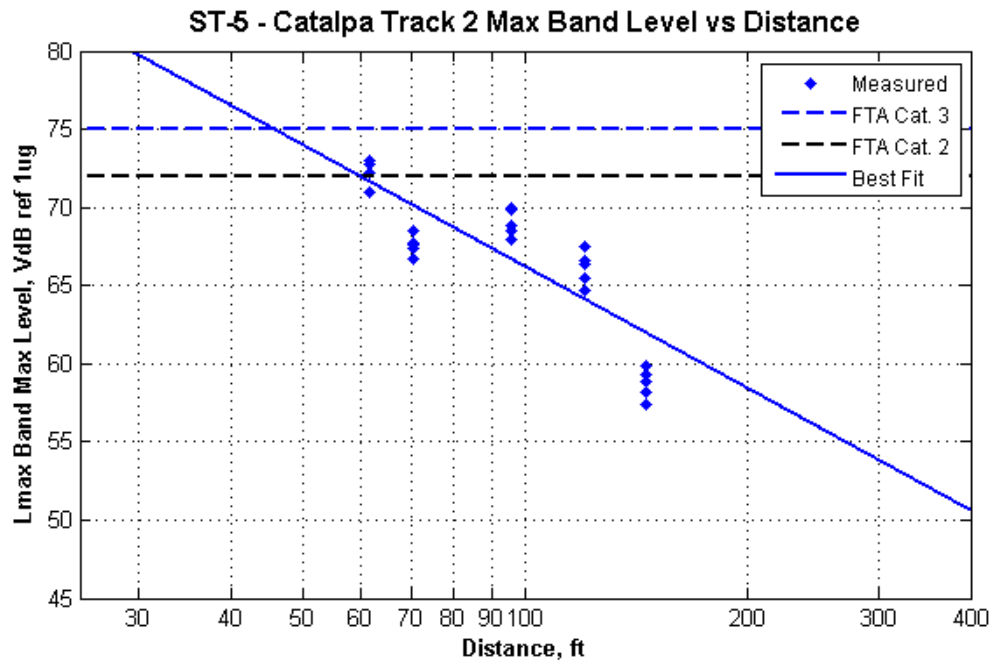


Figure 85: Measured L_{max} Max Band Level Against Distance for Track 2 Train Events at Site ST-5

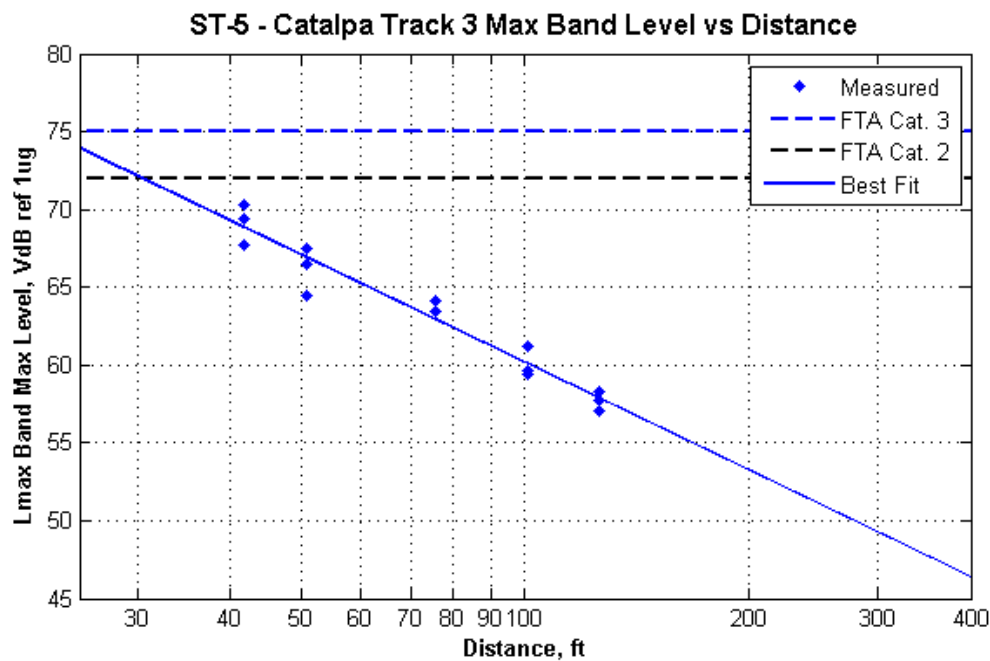


Figure 86: Measured L_{max} Max Band Level Against Distance for Track 3 Train Events at Site ST-5

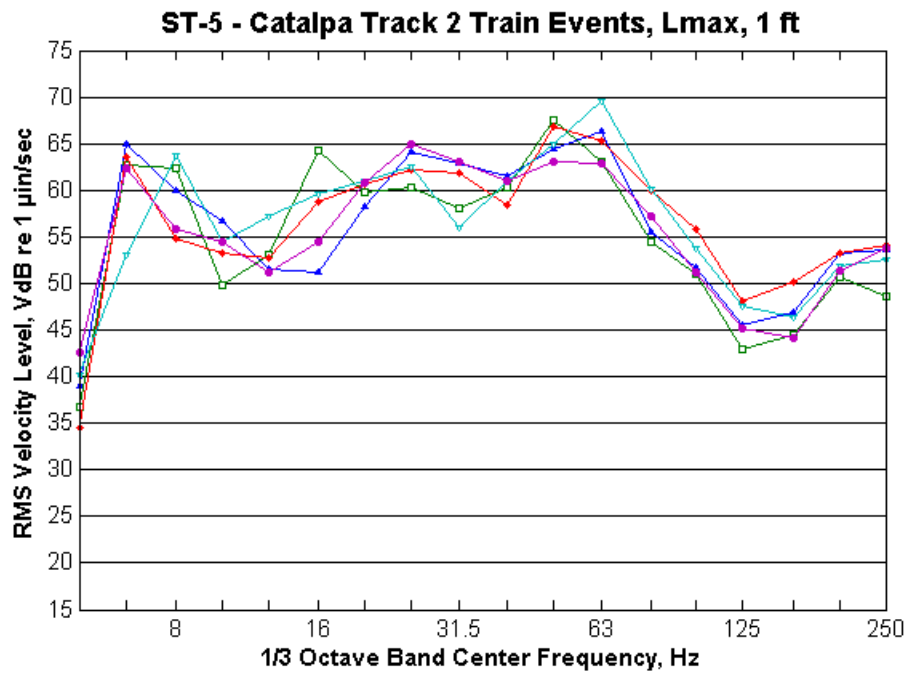


Figure 87: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-5, 1 foot

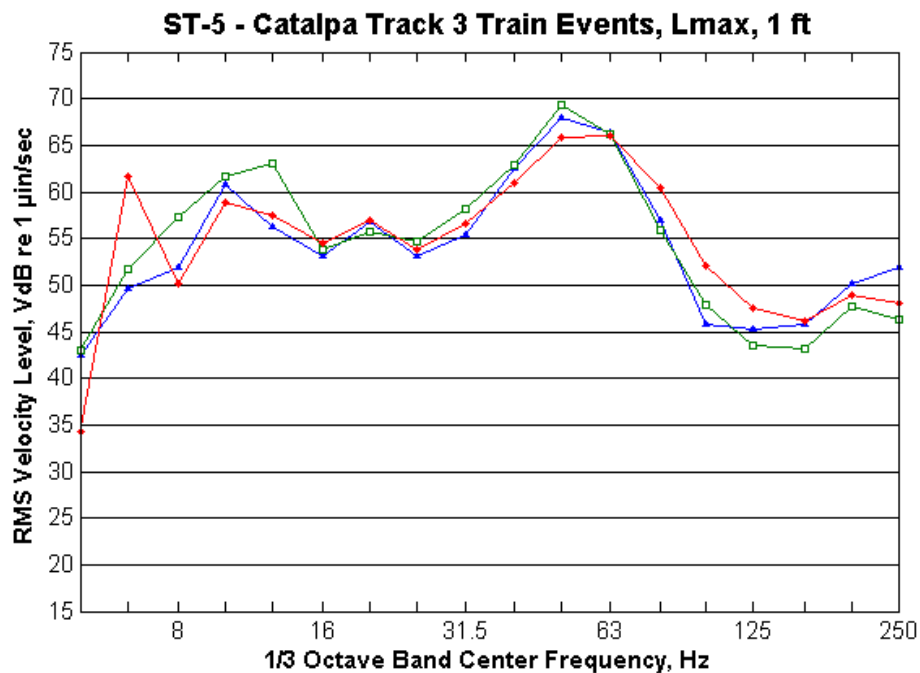


Figure 88: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-5, 1 foot

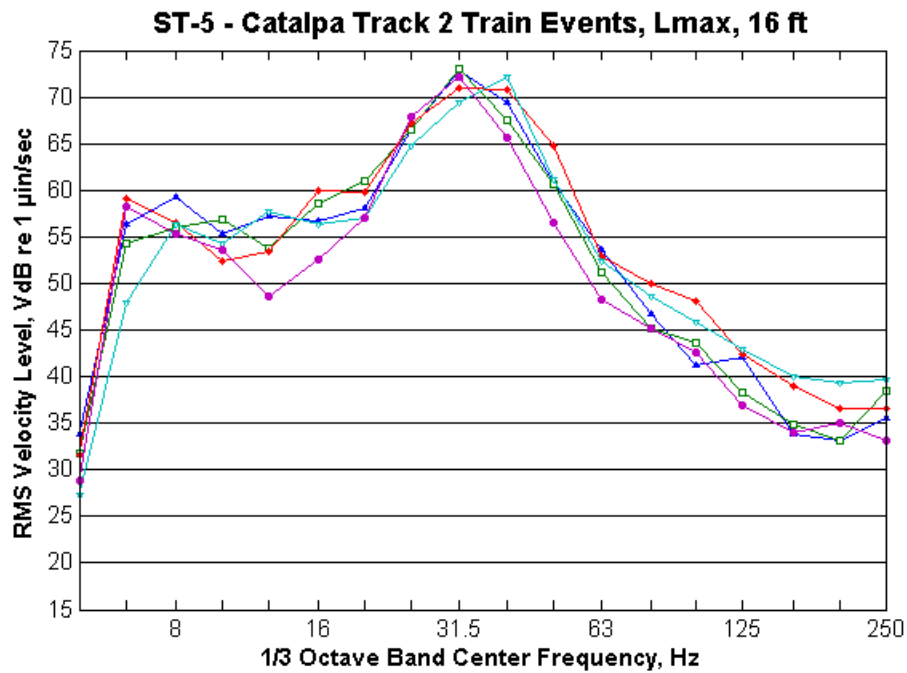


Figure 89: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-5, 16 feet

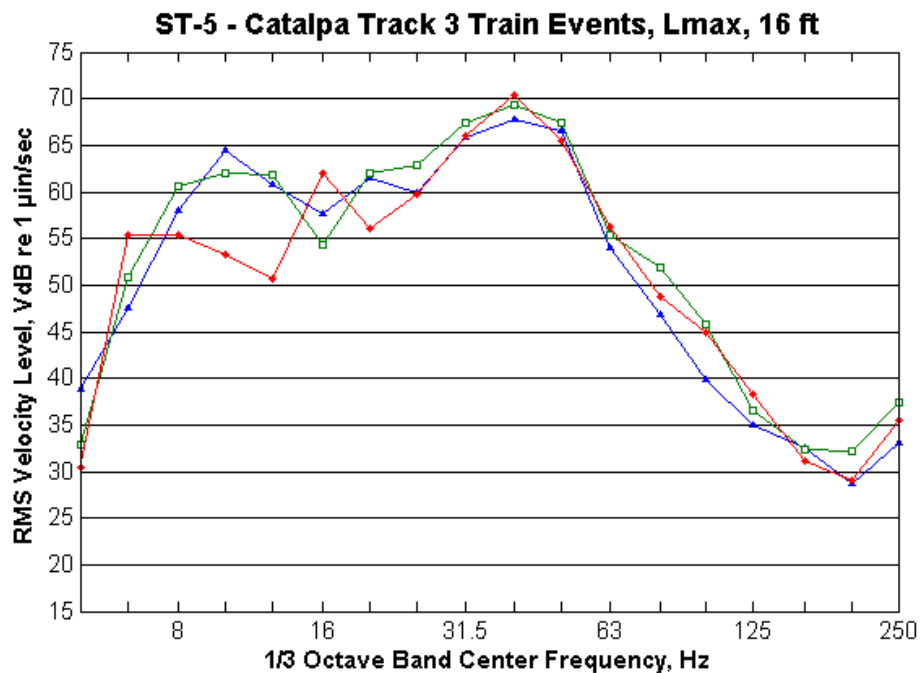


Figure 90: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-5, 16 feet

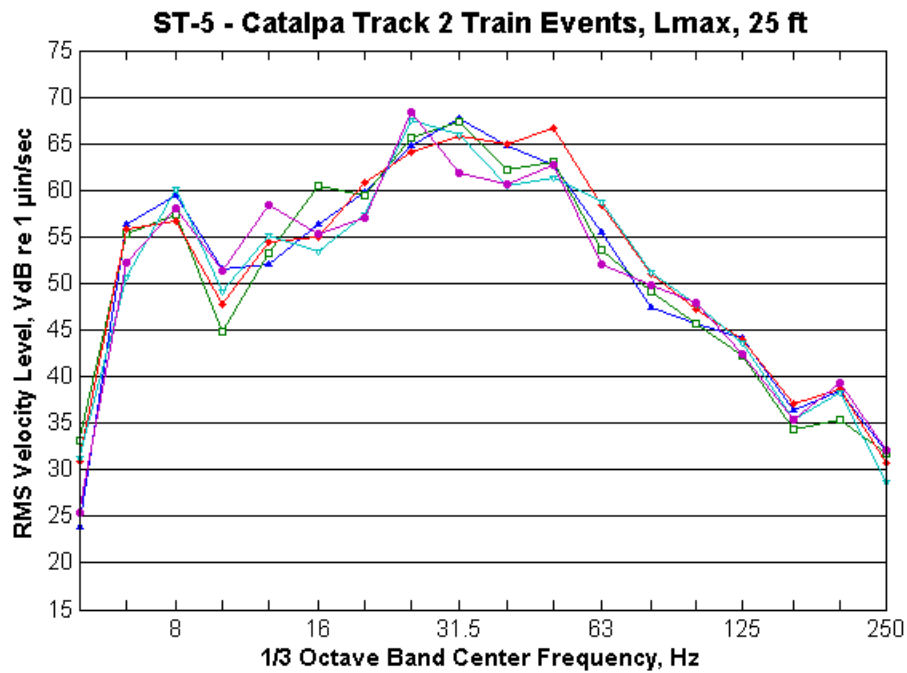


Figure 91: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-5, 25 feet

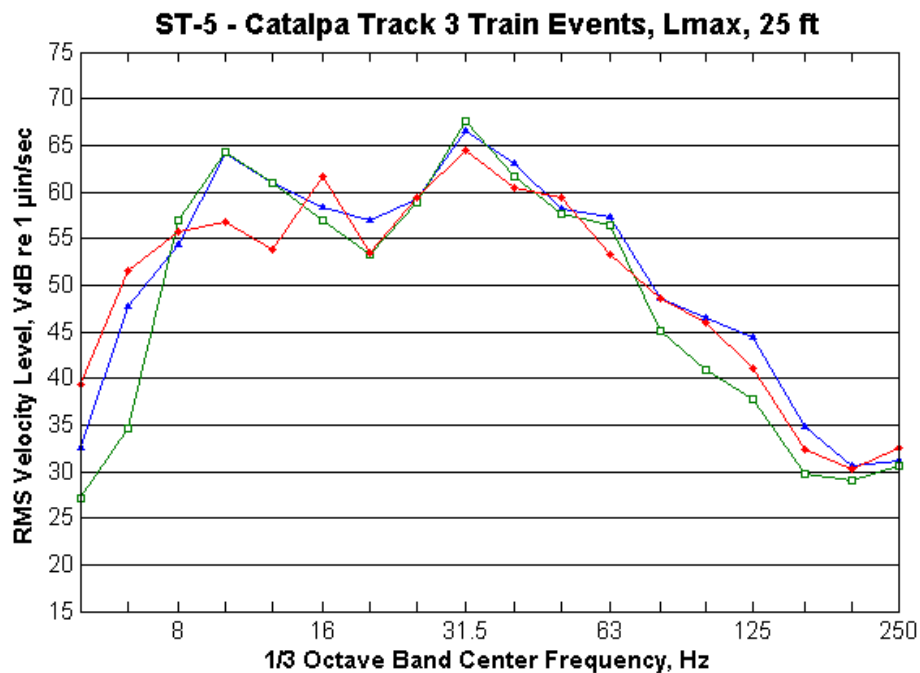


Figure 92: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-5, 25 feet

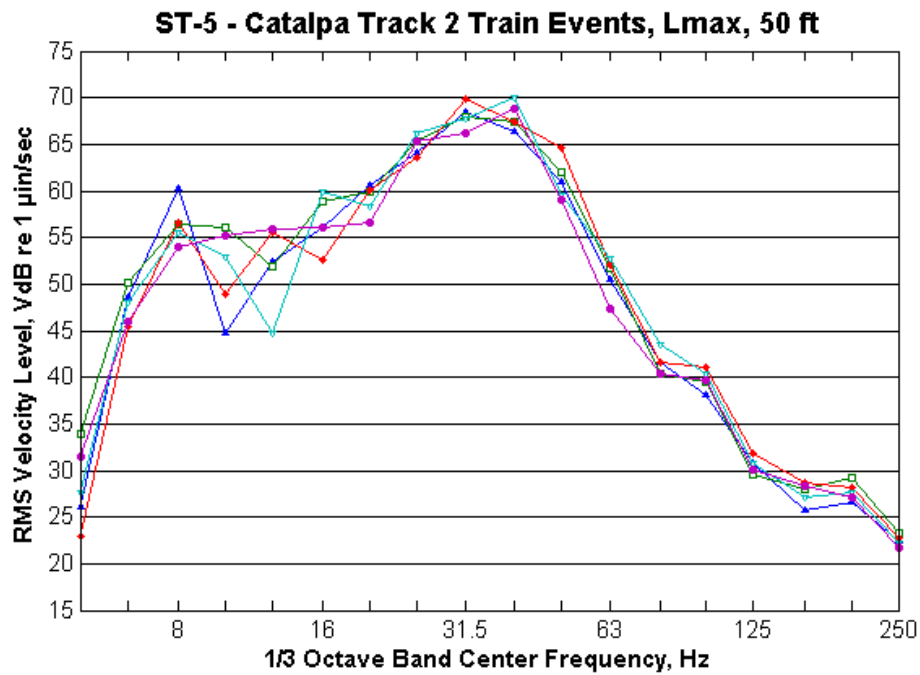


Figure 93: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-5, 50 feet

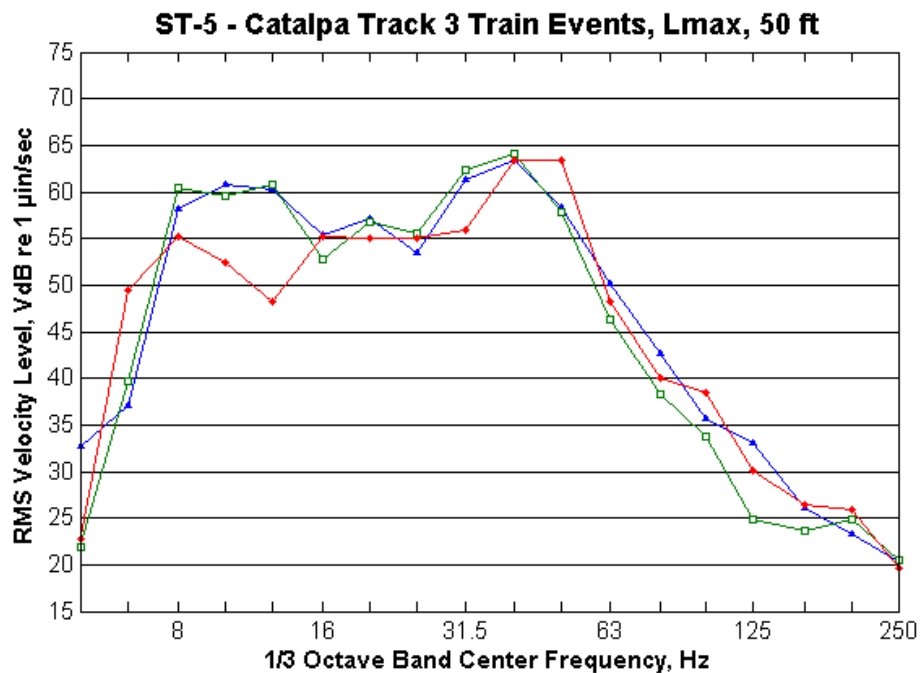


Figure 94: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-5, 50 feet

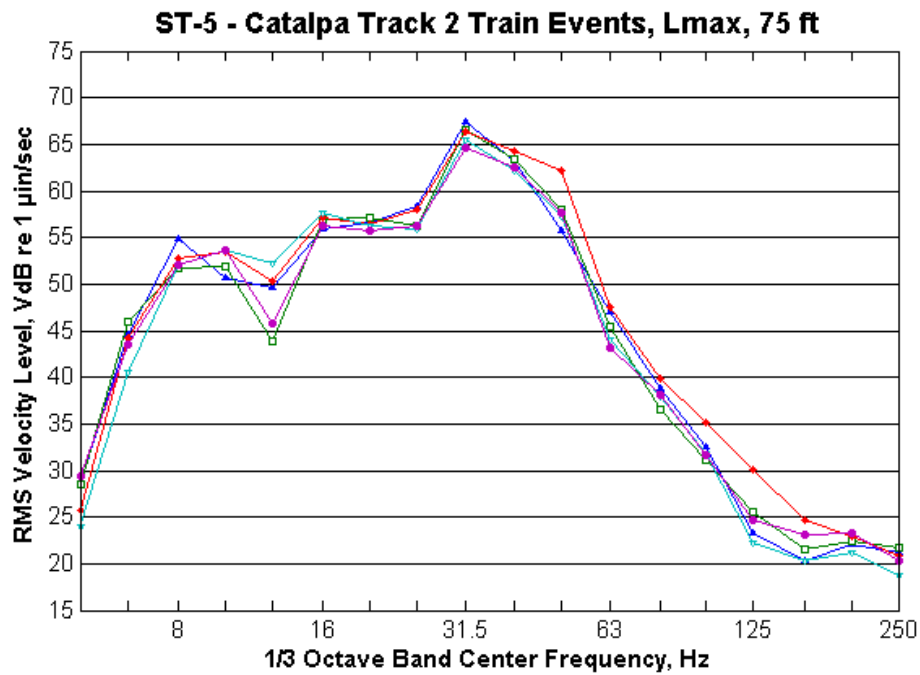


Figure 95: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-5, 75 feet

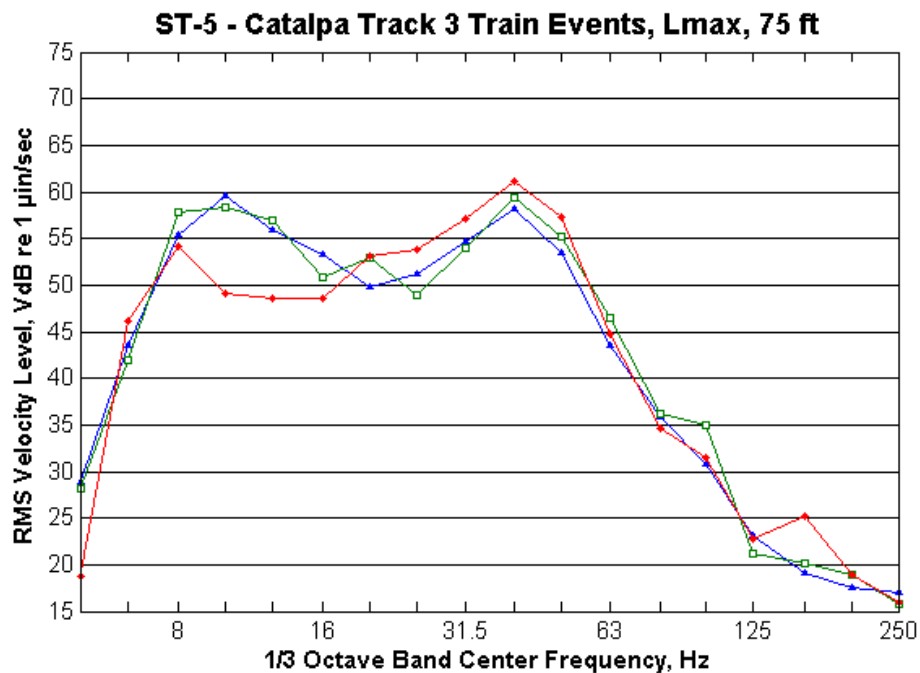


Figure 96: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-5, 75 feet

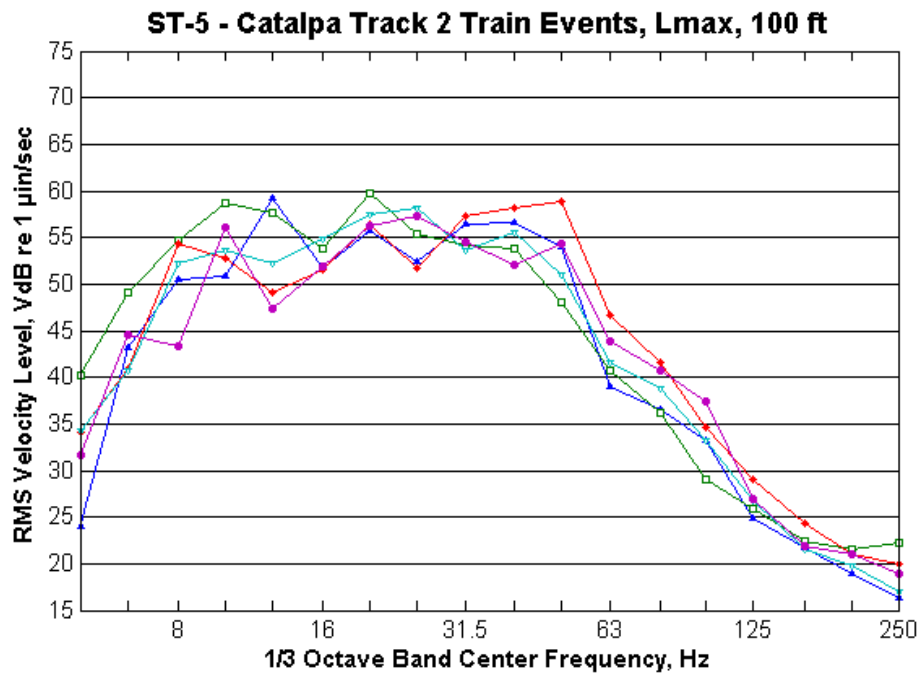


Figure 97: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-5, 100 feet

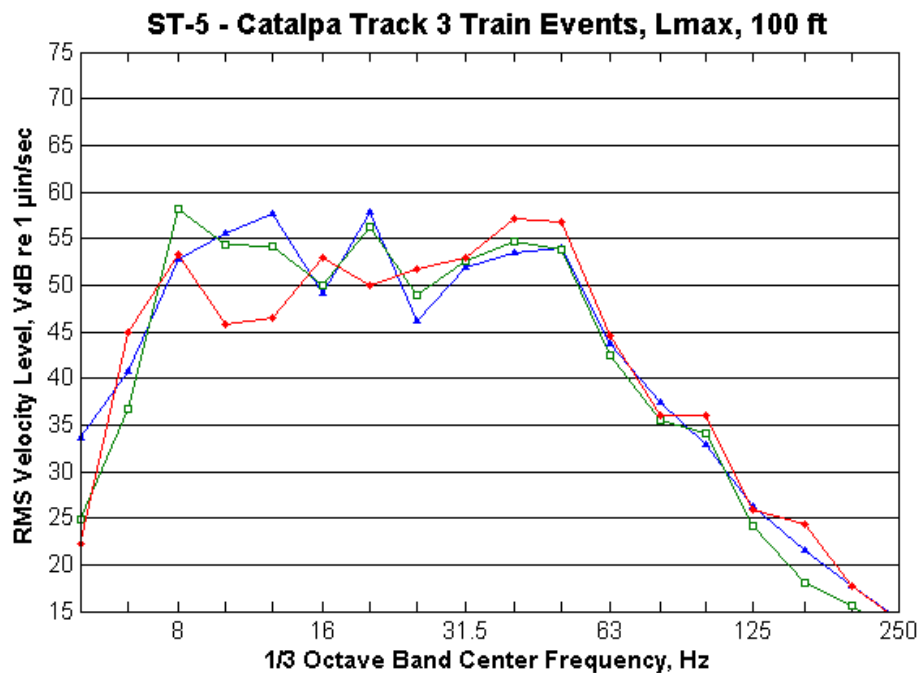


Figure 98: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-5, 100 feet

ST-6: Bryn Mawr Avenue

The accelerometer was located 14 feet east of the embankment structure. Because the location was near a station platform, trains were accelerating or stopping. An aerial photograph of the measurement site is shown in **Figure 99**.

Figure 100 and **Figure 101** show the spectra of the L_{max} of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line Trains). The average of the train events is the dashed black line.

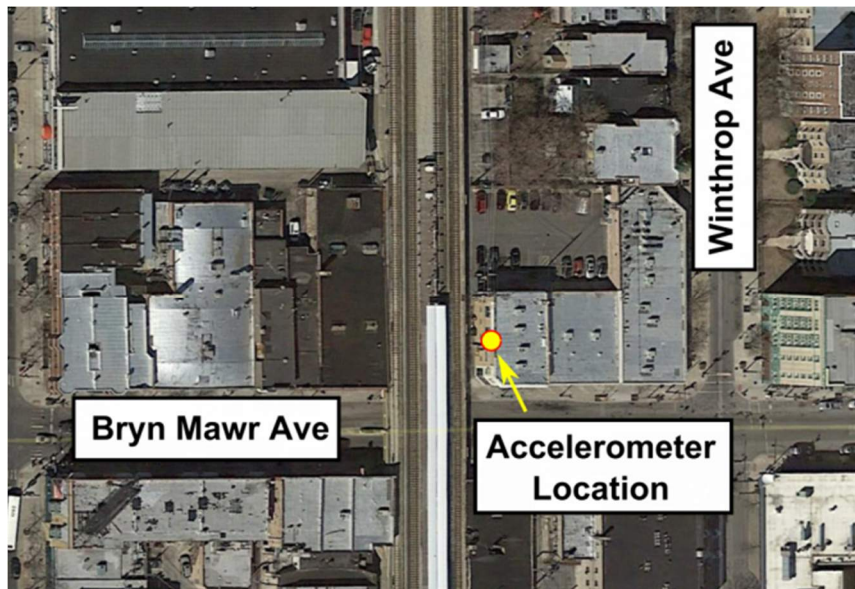


Figure 99: Aerial Photograph Showing Measurement Site ST-6

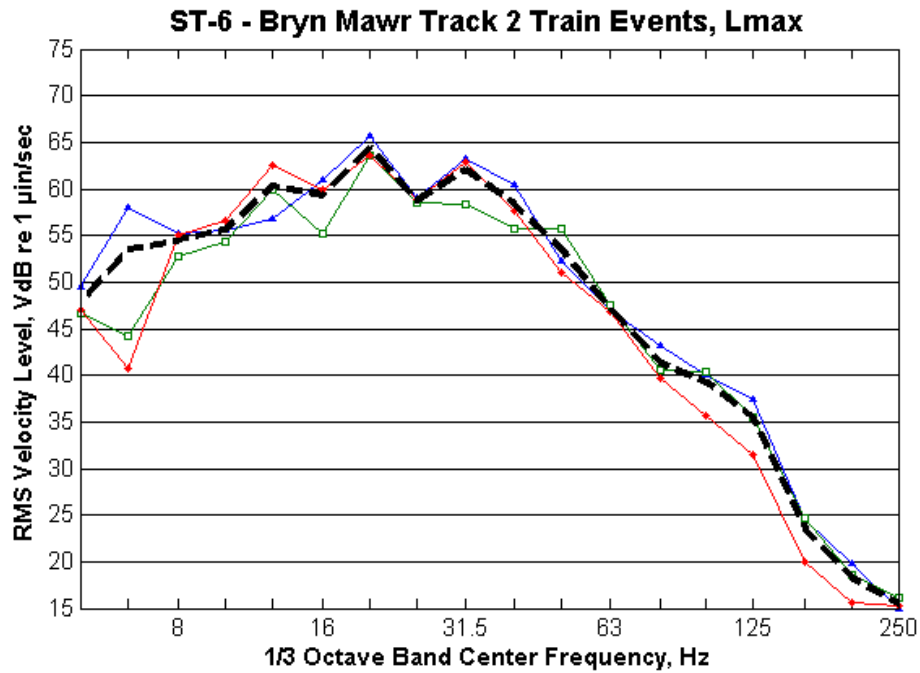


Figure 100: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-6

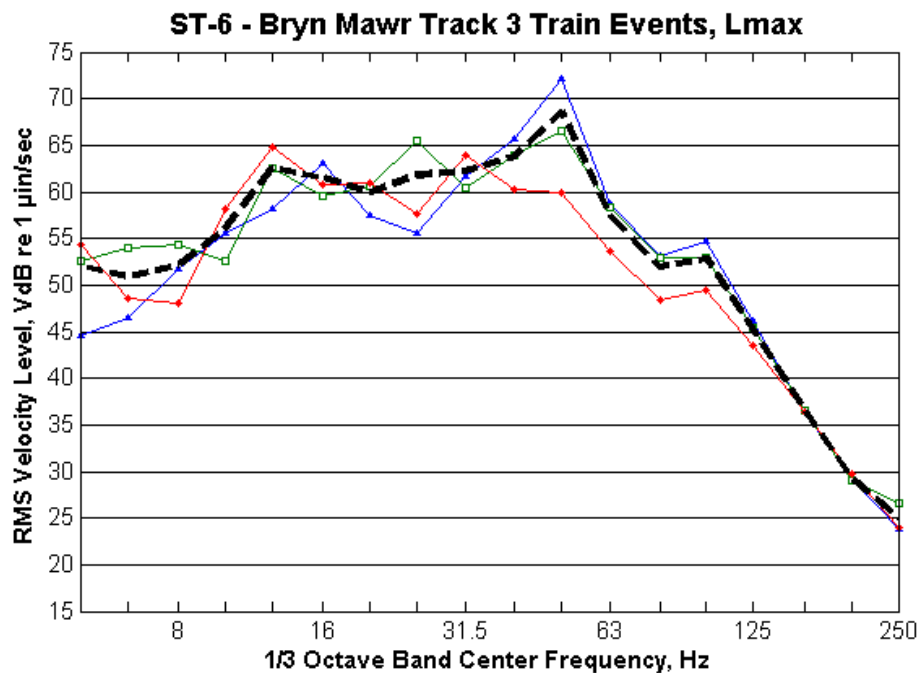


Figure 101: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-6

ST-7: Hollywood Avenue and Winthrop Avenue

The accelerometer was located 220 feet east of the embankment structure on the east sidewalk of Winthrop Avenue and south of Hollywood Avenue. There was a row of multistory buildings between the existing embankment structure and the measurement location. An aerial photograph of the measurement site is shown in **Figure 102**.

Figure 103 and **Figure 104** show the spectra of the L_{max} of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line Trains). The average of the train events is the dashed black line.

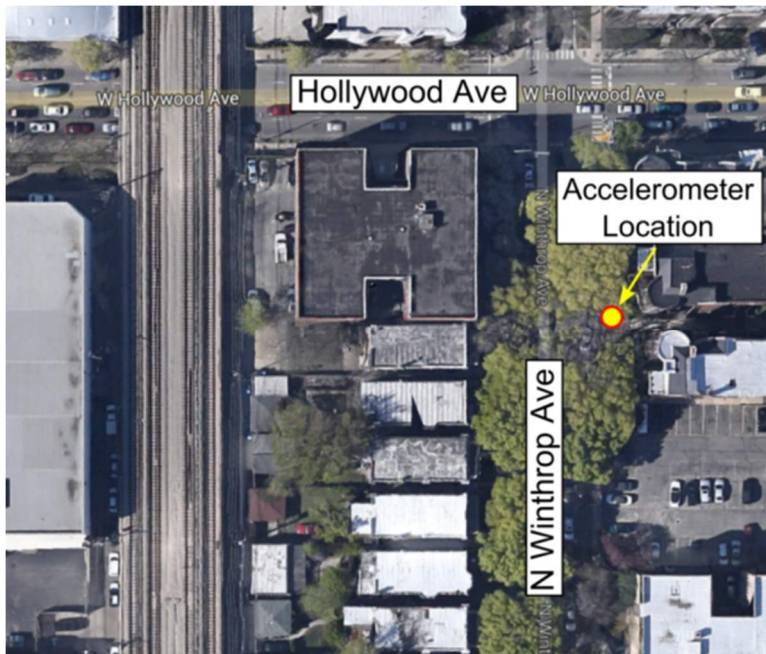


Figure 102: Aerial Photograph of Measurement Site ST-7

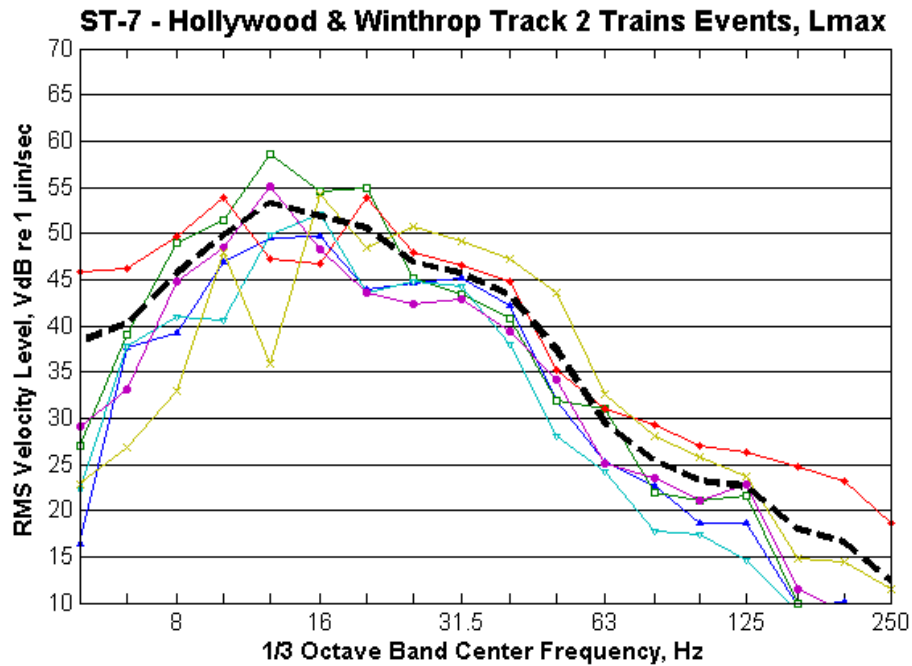


Figure 103: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-7

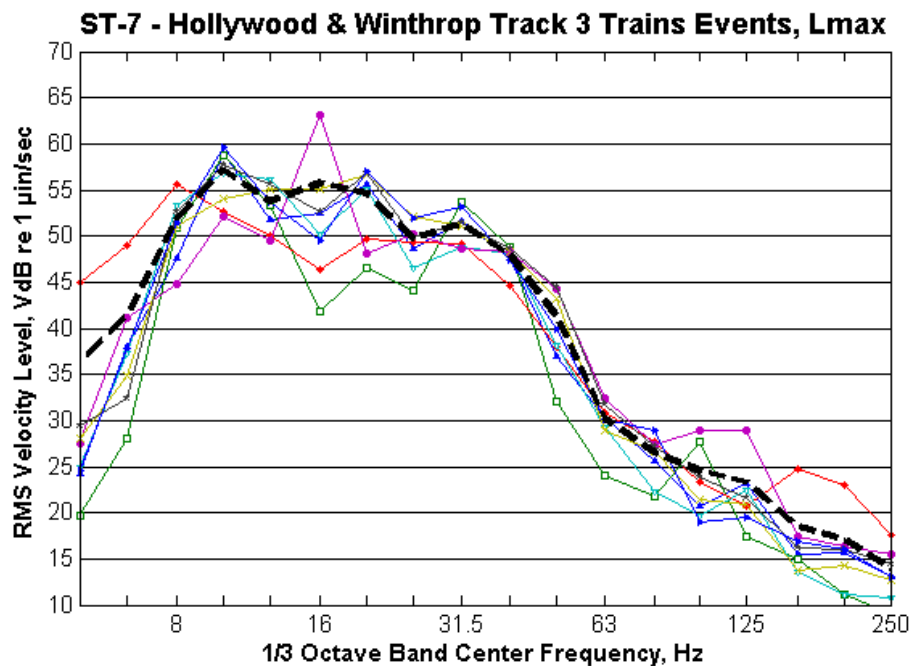


Figure 104: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-7

ST-8: Riviera Theater

The accelerometer was located 320 feet west of the existing embankment structure on the sidewalk on Racine Avenue in front of the Riviera Theater. There were some intervening buildings between the measurement location and the existing tracks. An aerial photograph of the measurement site is shown in **Figure 105**.

Figure 106 and **Figure 107** show the spectra of the L_{max} of the train events on track 2 (southbound eight-car Red Line trains) and track 3 (northbound eight-car Red Line Trains). The average of the train events is the dashed black line.

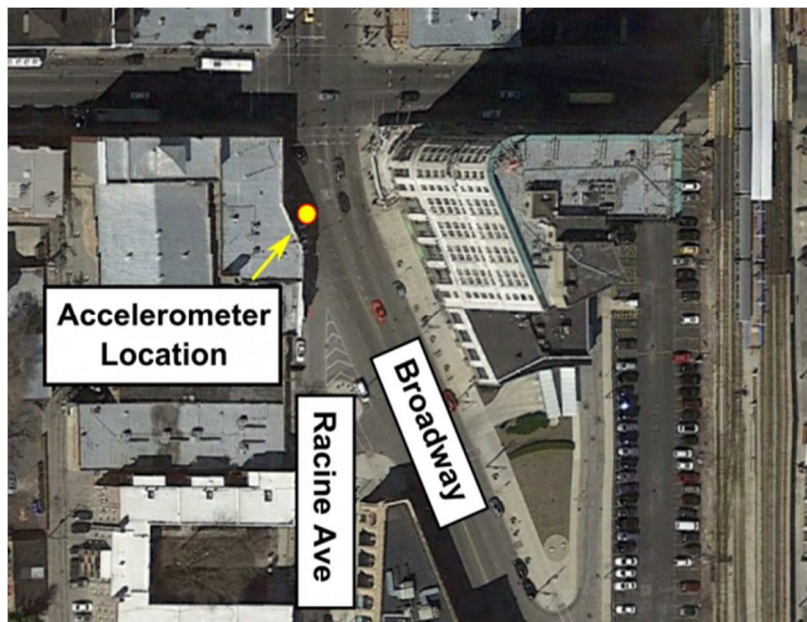


Figure 105: Aerial Photograph of Measurement Site ST-8

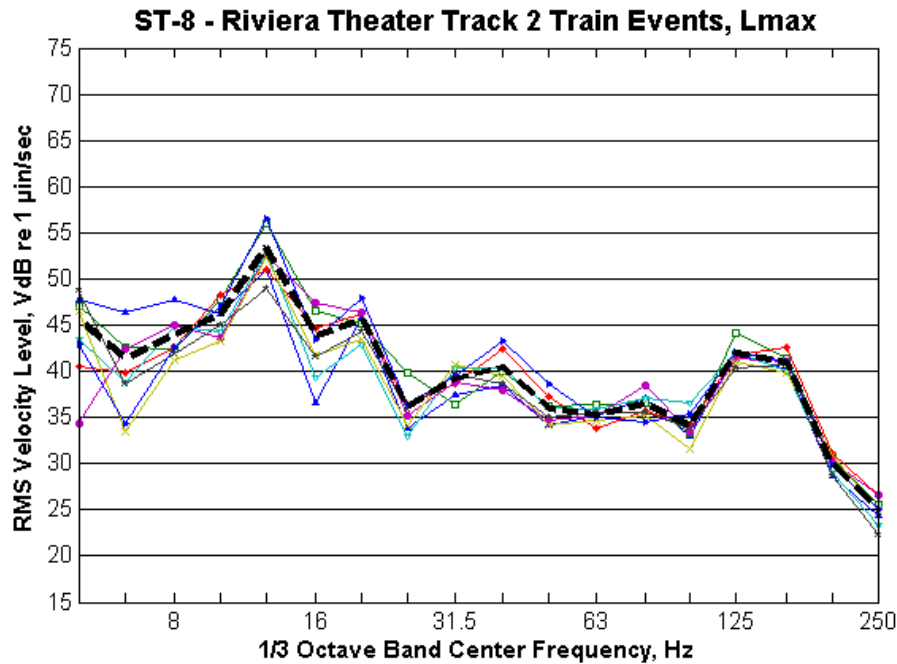


Figure 106: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-8

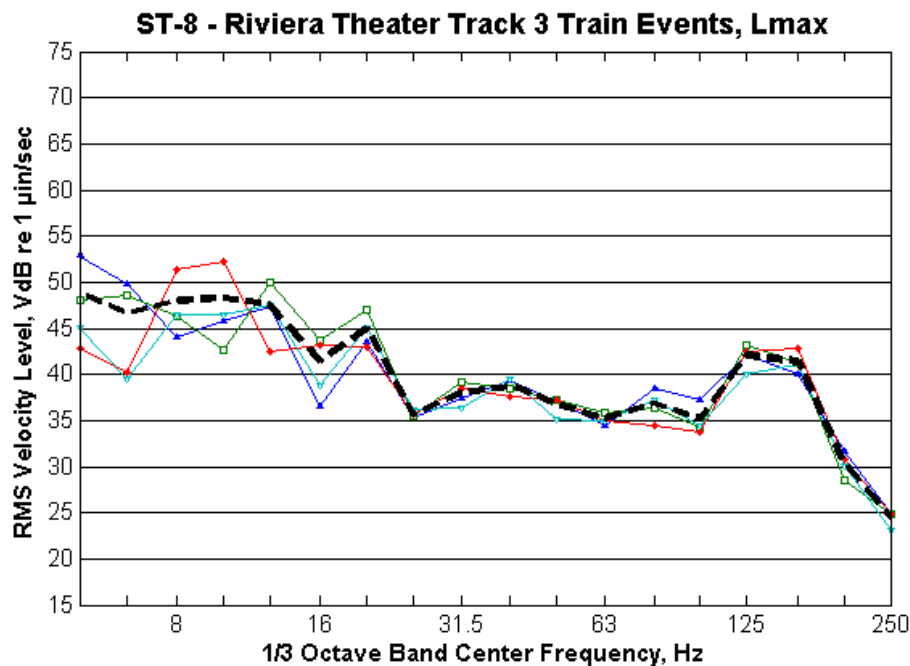


Figure 107: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-8

ST-9: Aragon Theater

The accelerometer was placed inside the theater on the second floor toward the west side of the building. The building setback is about 20 feet from the embankment. An aerial photograph of the measurement site is shown in **Figure 108**.

Figure 109 and **Figure 110** show the spectra of the L_{max} of the train events on Track 2 (southbound eight-car Red Line trains) and Track 3 (northbound eight-car Red Line Trains). The average of the train events is the dashed black line.

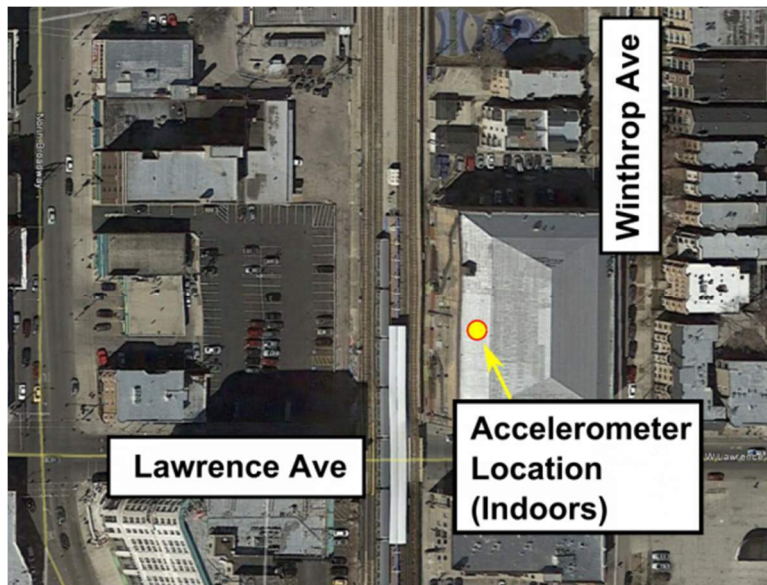


Figure 108: Aerial Photograph of Measurement Site ST-9

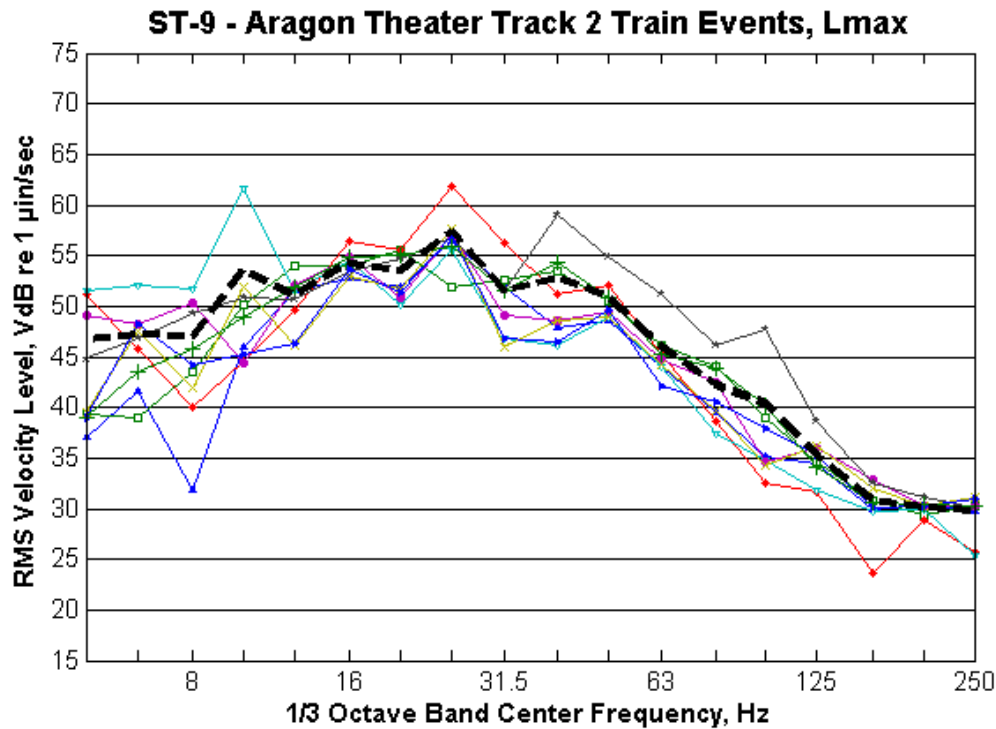


Figure 109: Spectra of Measured L_{max} for Track 2 Train Events at Site ST-9

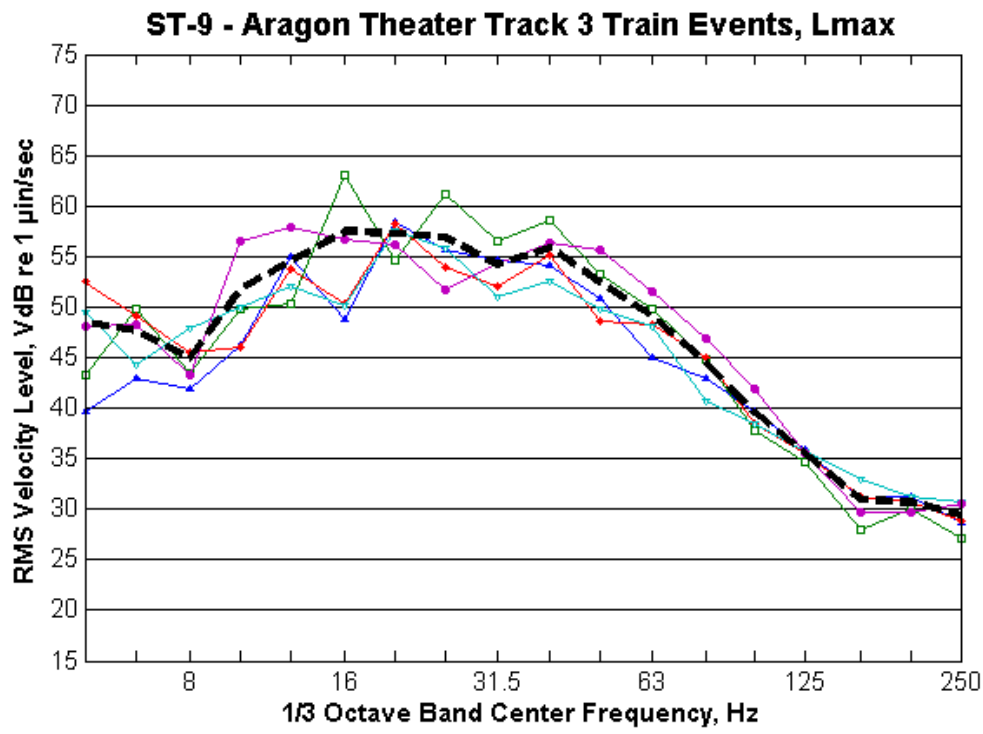


Figure 110: Spectra of Measured L_{max} for Track 3 Train Events at Site ST-9

B.1 Reference Level Measurements: Fullerton Station

Train vibration measurements were conducted at the existing Fullerton station structure to determine a reference vibration level for CTA trains operating on a closed-deck structure with direct-fixation track. Details about the measurement location are presented in **Section 5.4.1**. The train vibration was measured on the both sides of the structure with distances relative to the closest column.

Figure 111 through **Figure 119** show the L_{max} of the train events measured at all measurement sites on all tracks. Key observations from the measurement results are:

- The train events measured 25 feet east of Track 4 were excluded from the vibration prediction model due to abnormally high levels. Other sites at a comparable distance from the tracks not show these same high levels.
- Train events measured 50 feet west of Track 1 were excluded from the vibration prediction model due to abnormally low levels. The low levels may be due to attenuation from an adjacent building.
- During the measurement, some of the trains were traveling at slow speeds due to a work crew on the tracks. The spectra from these train events are not plotted.
- The track at Fullerton station has jointed rail. Vibration levels from a similar structure with welded rail would be lower.
- The maximum vibration levels were measured from trains traveling over the column closest to the measurement position. For example, the maximum vibration levels at the accelerometer 30 feet west of Track 1 was from train events traveling on Track 1 on maximum vibration levels at the accelerometer 31 feet east of Track 4 was from train events traveling on Track 4.

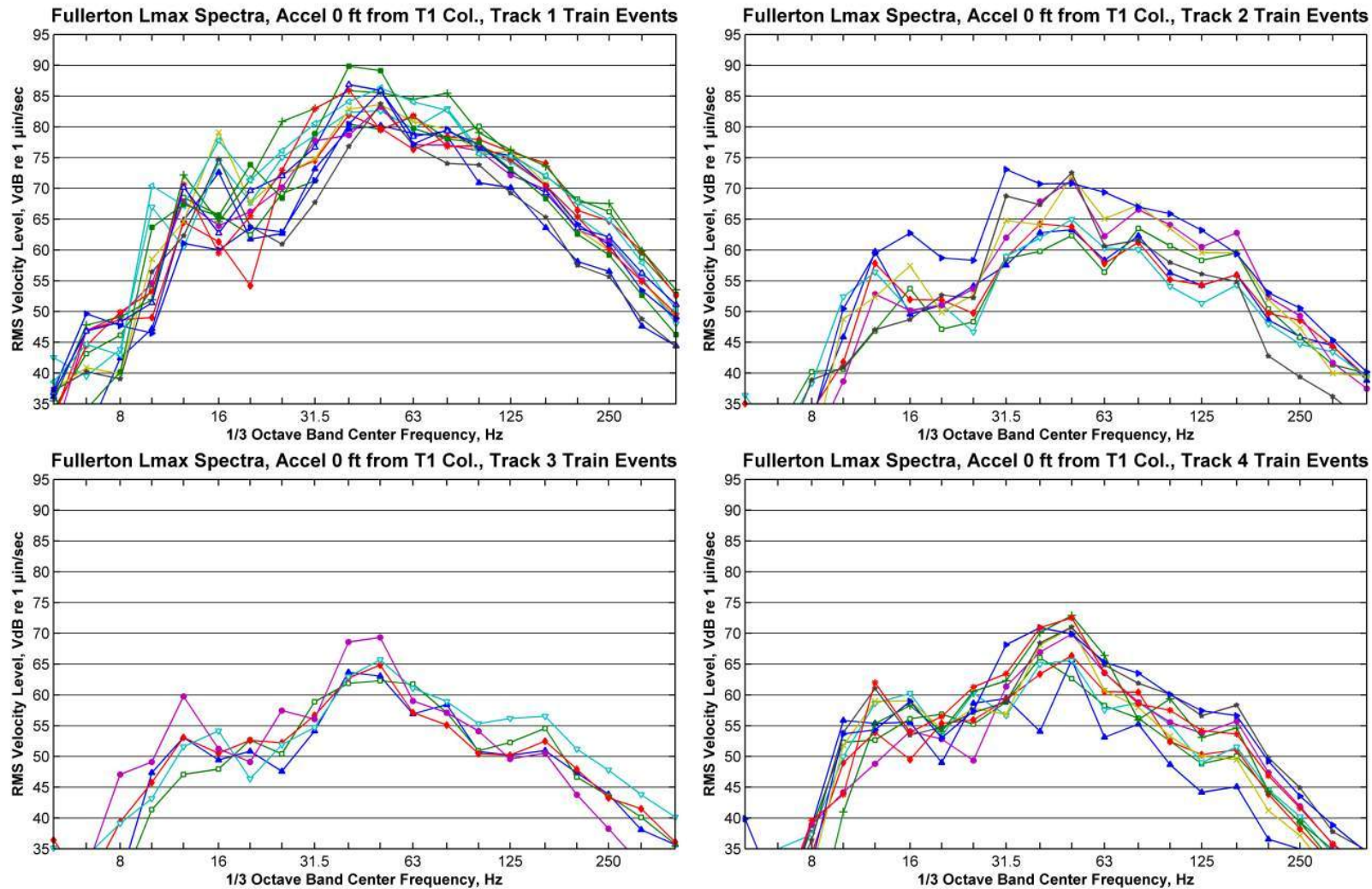


Figure 111: Spectra of L_{max} for Train Events on all Tracks at Fullerton Station, Accelerometer Adjacent to Column under Track 1

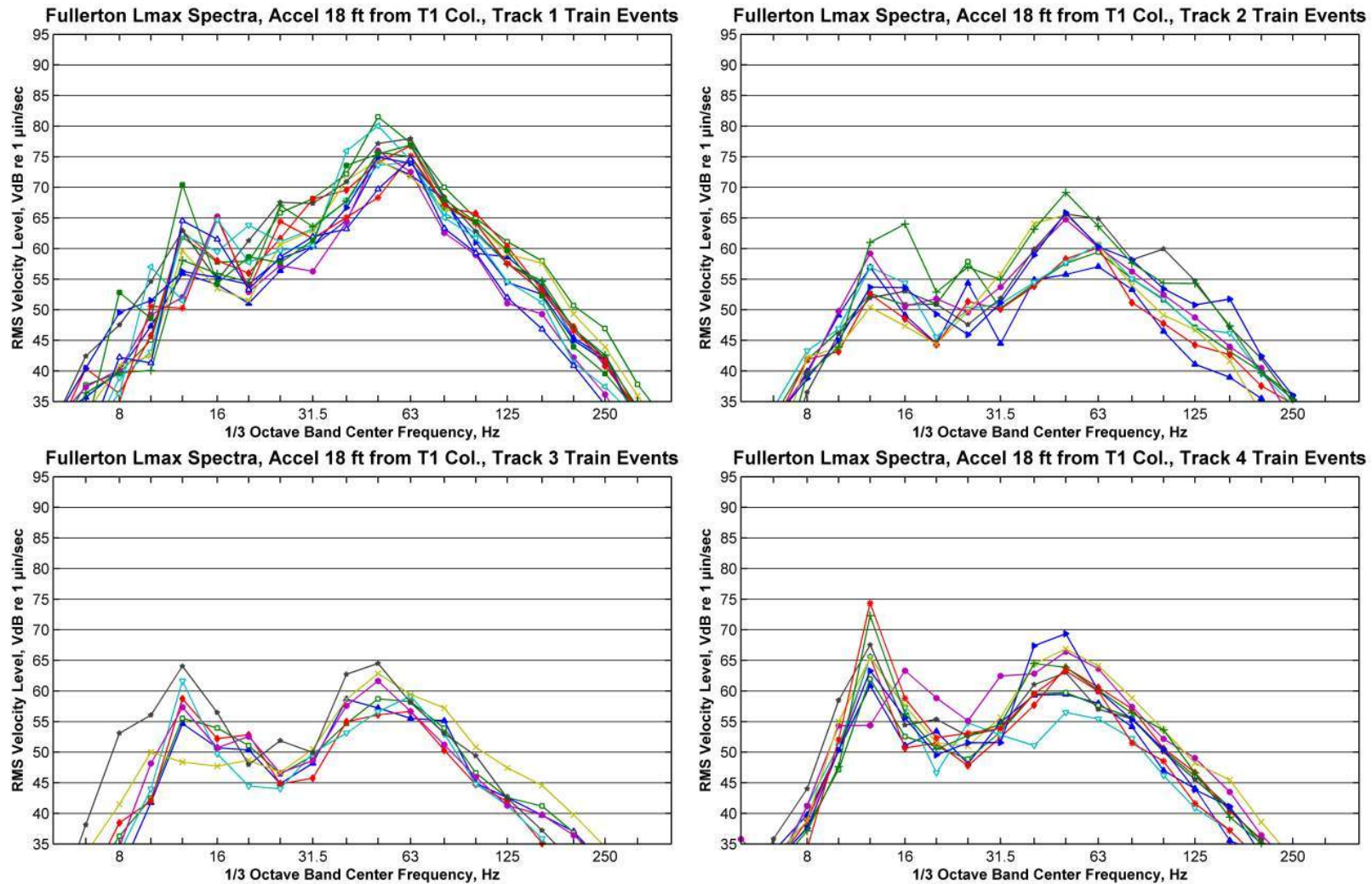


Figure 112: Spectra of L_{max} for Train Events on all Tracks at Fullerton Station, Accelerometer Between Two Columns under Track 1

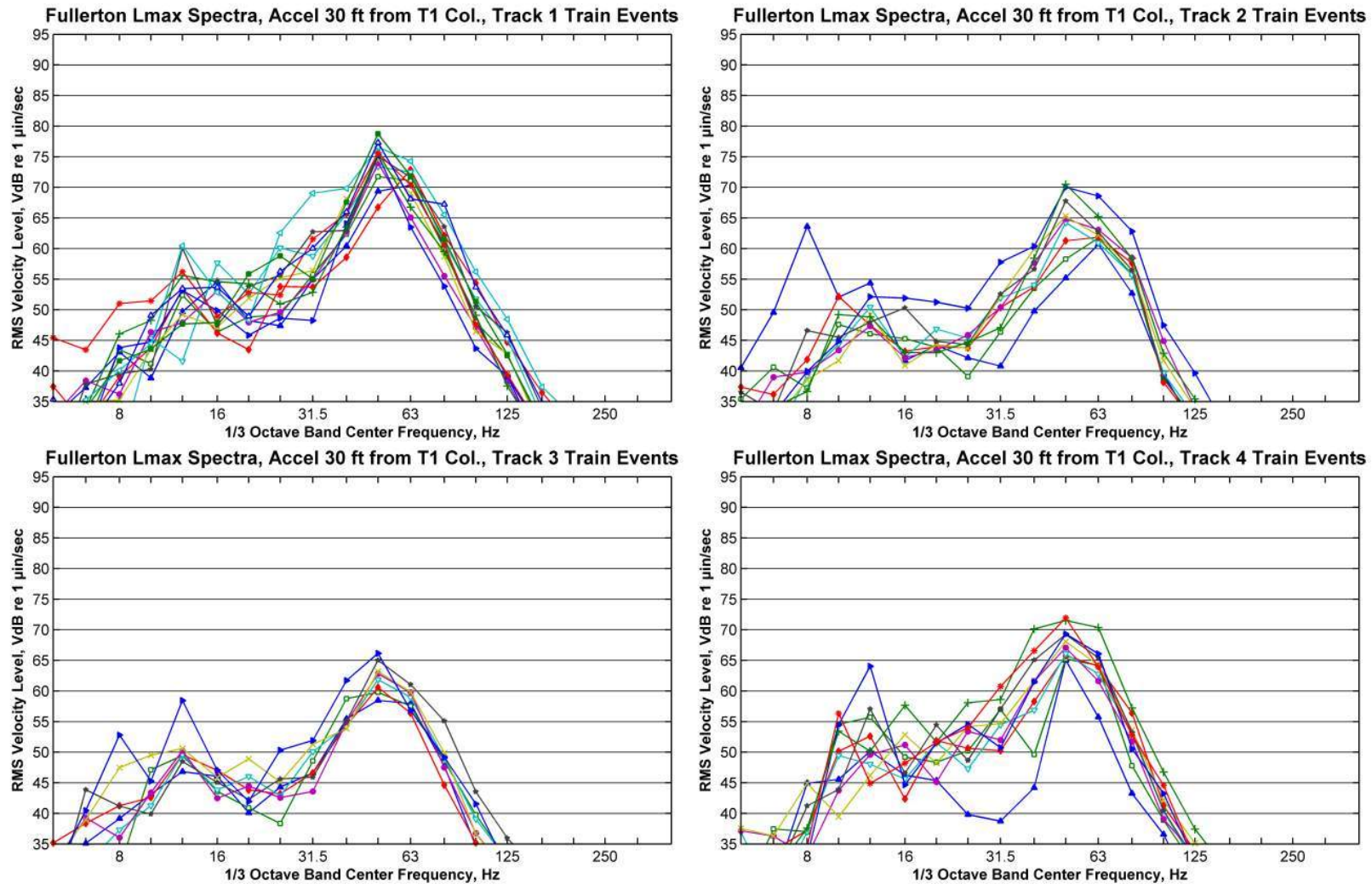


Figure 113: Spectra of L_{max} for Train Events on all Tracks at Fullerton Station, Accelerometer 30 feet West of Column under Track 1

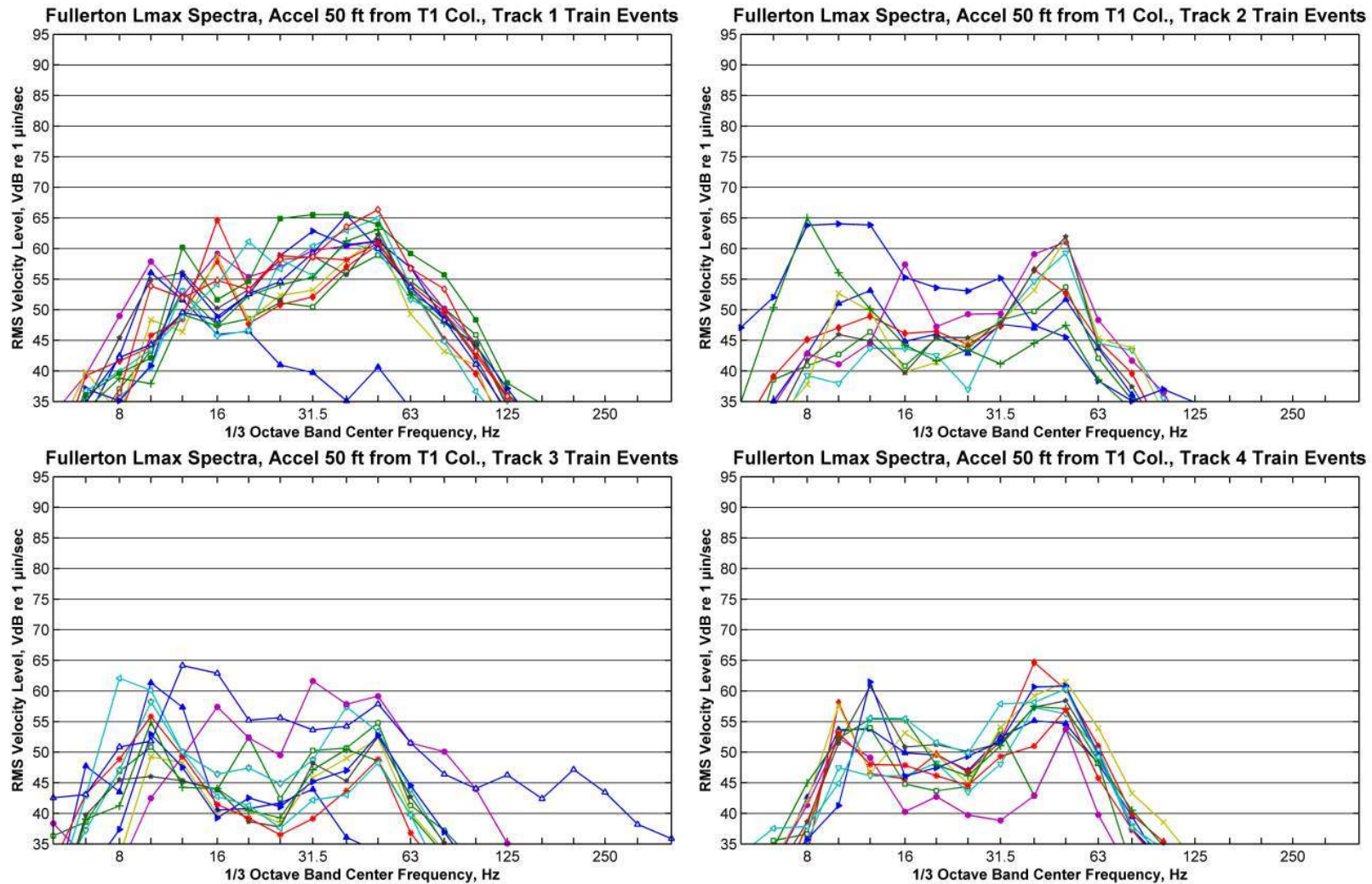


Figure 114: Spectra of L_{max} for Train Events on all Tracks at Fullerton Station, Accelerometer 50 feet West of Column under Track 1

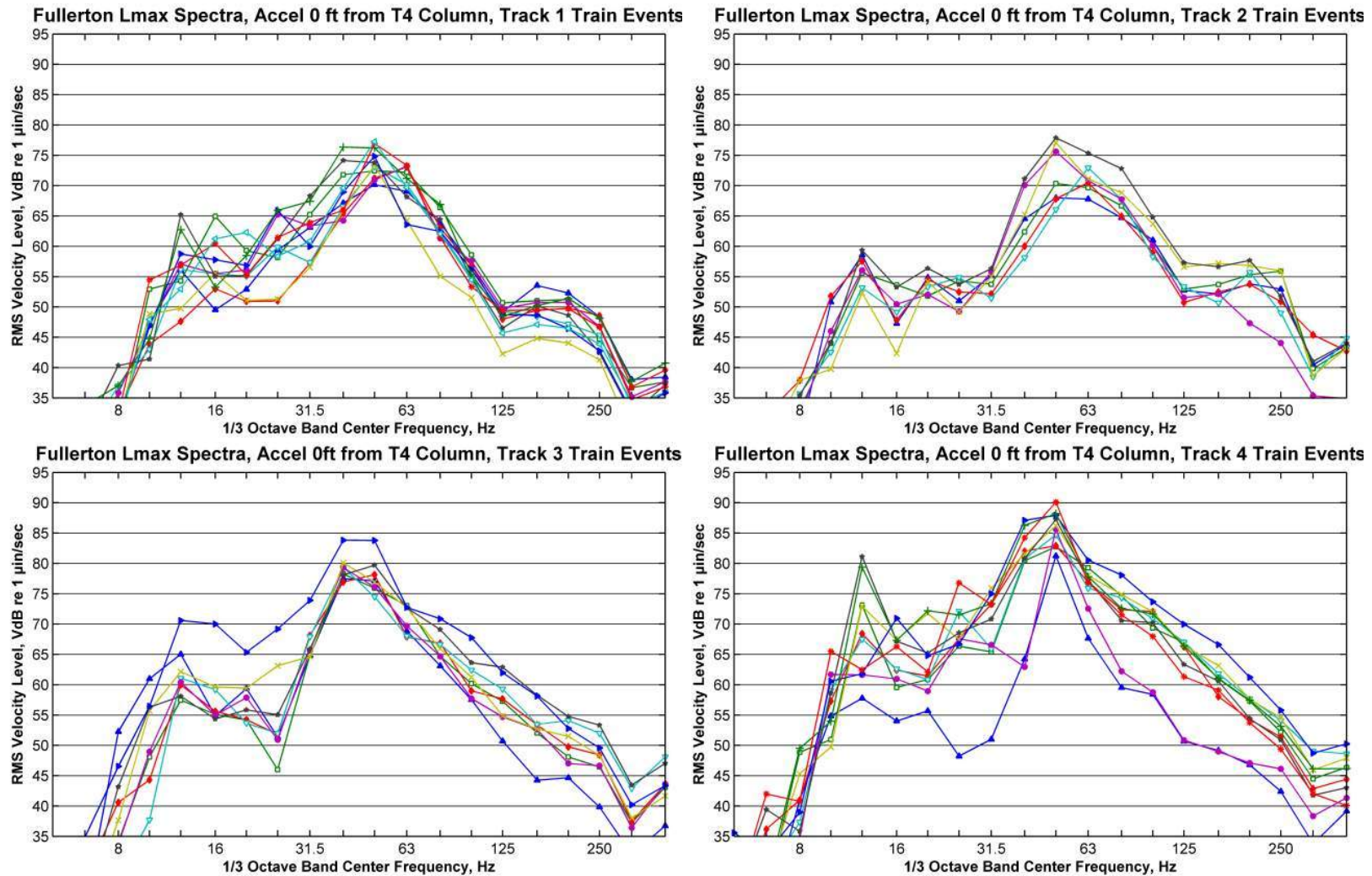


Figure 115: Spectra of L_{max} for Train Events on all Tracks at Fullerton Station, Accelerometer 0 feet from Column under Track 4

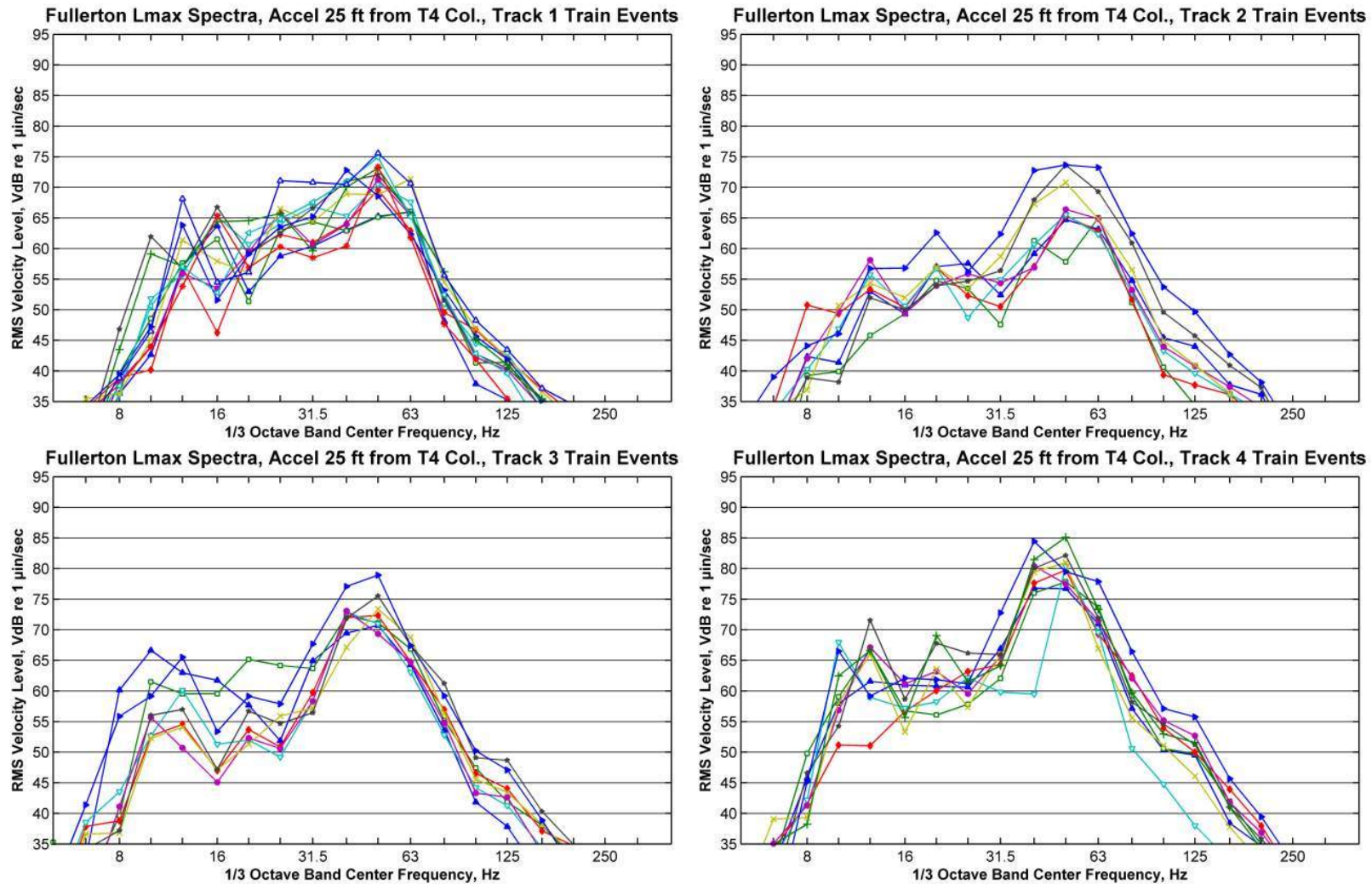


Figure 116: Spectra of L_{\max} for Train Events on all Tracks at Fullerton Station, Accelerometer 25 feet West of Column under Track 4

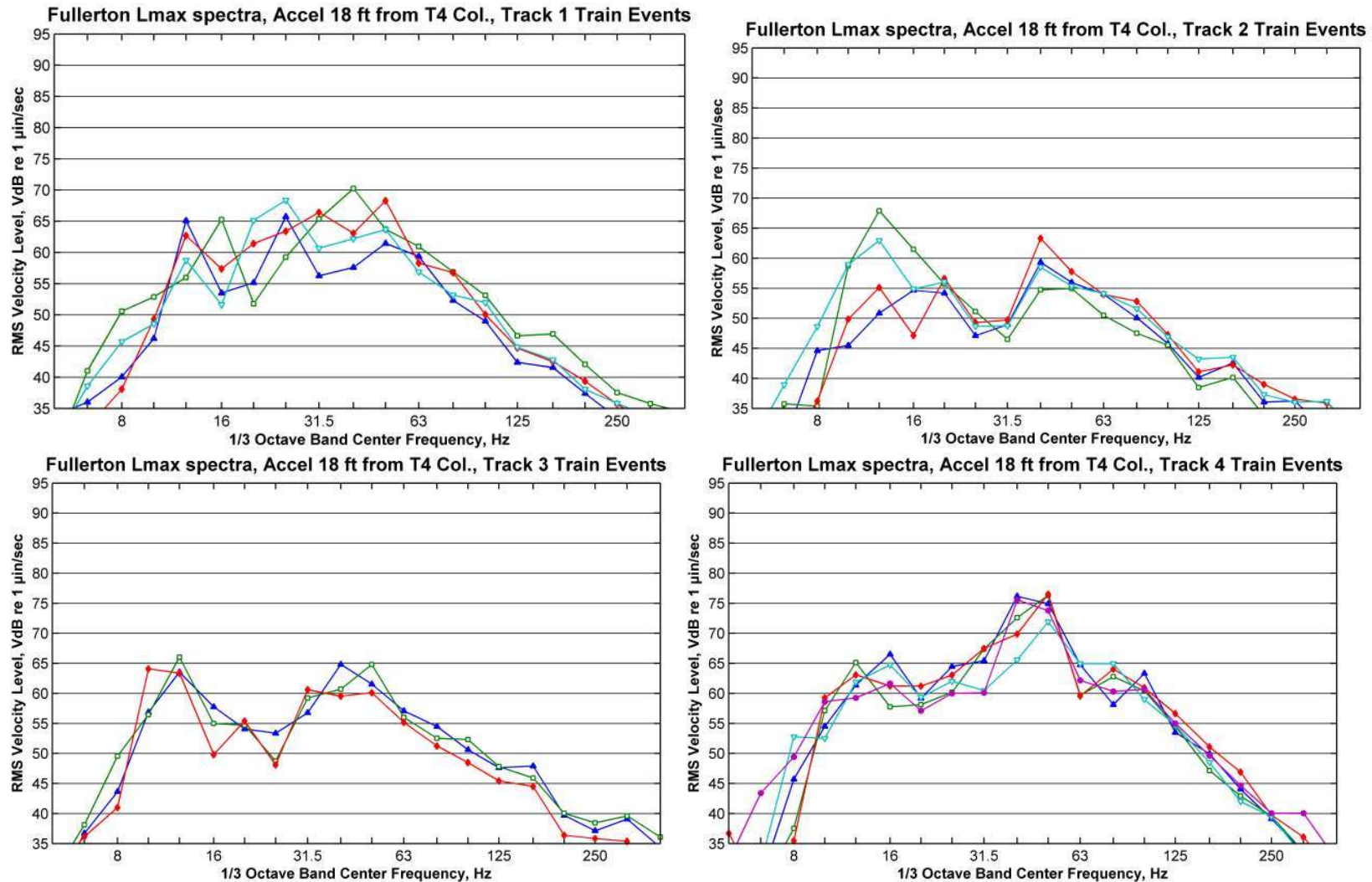


Figure 17: Spectra of L_{max} for Train Events on all Tracks at Fullerton Station, Accelerometer 18 feet North of Column under Track 4

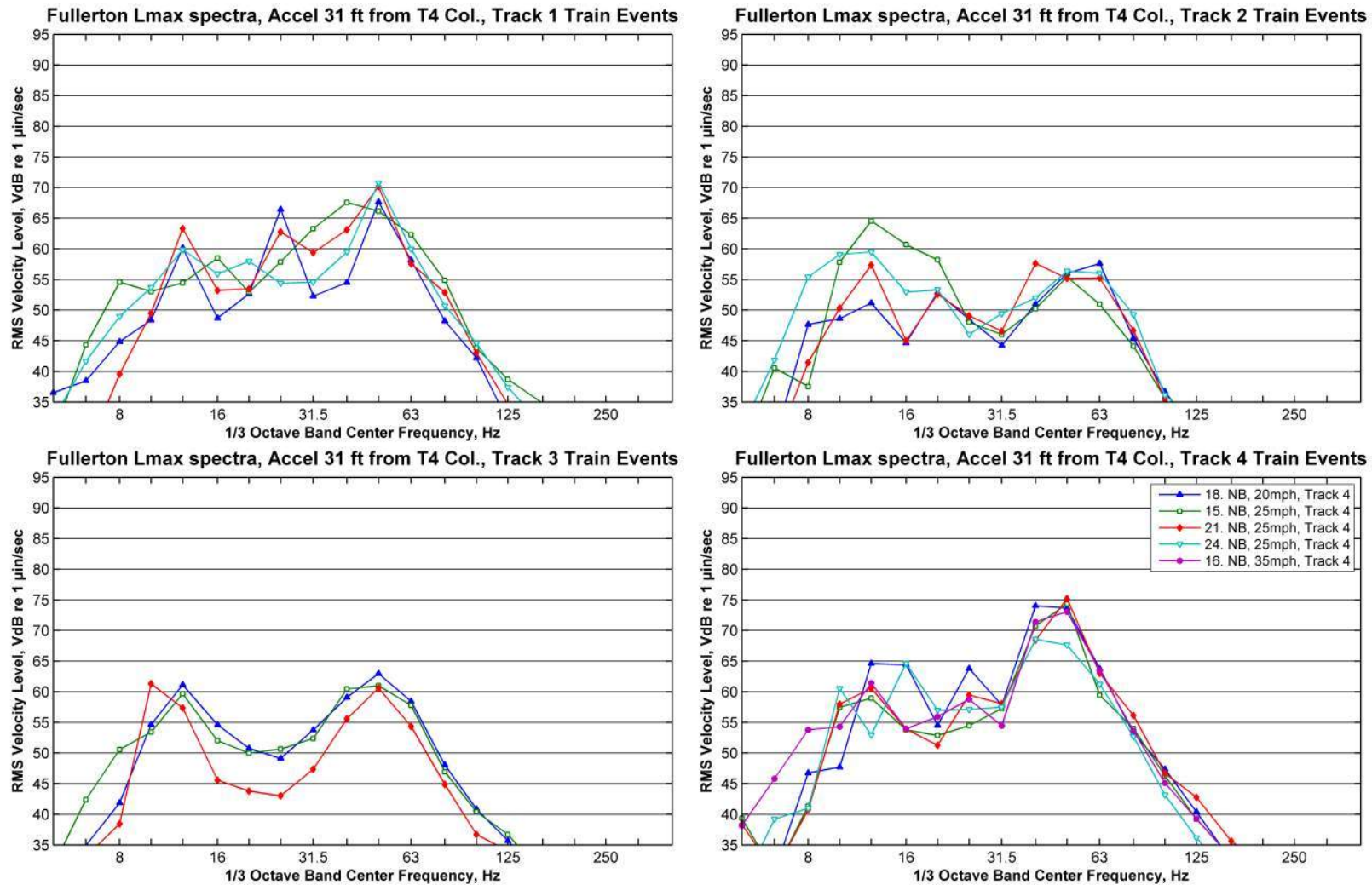


Figure 118: Spectra of L_{max} for Train Events on all Tracks at Fullerton Station, Accelerometer 31 feet West of Column under Track 4

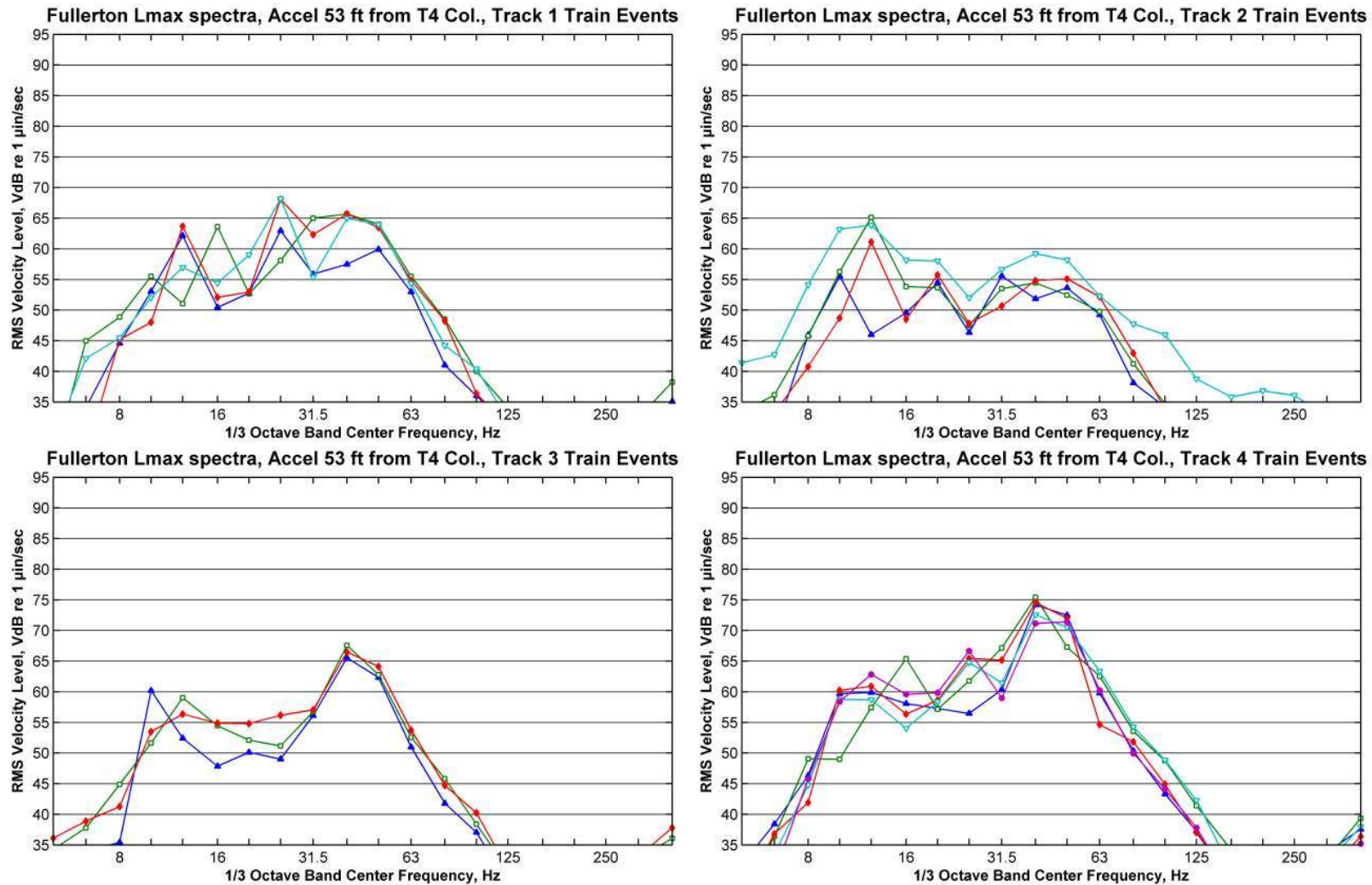


Figure 119: Spectra of L_{max} for Train Events on all Tracks at Fullerton Station, Accelerometer 53 feet West of Column under Track 4

B.2 Reference Level Measurements: Orange Line Structure

Train vibration measurements were conducted at the existing Orange Line structure to document vibration levels from CTA trains operating on a concrete aerial structure with ballast-and-tie track. Note that the Orange Line structure only has a single column centered under two tracks, which is a different configuration than the structure proposed for the project. The measurement was conducted west of Pulaski station. Vibration levels were measured at the following locations:

- 0.5 feet from column west of Keeler Avenue
- 25 feet north of column on west sidewalk of Keeler Avenue
- 50 feet north of column on west sidewalk of Keeler Avenue
- 25 feet south of column on west sidewalk of Keeler Avenue
- Mid-way between two columns, directly under structure west of Keeler Avenue
- Mid-way between two columns, 15 feet north of structure west of Keeler Avenue

Figure 120 through **Figure 125** show the spectra of the L_{\max} of the train events for each measurement position. The measured vibration levels include all measured train events. The wide range in vibration levels is likely due to variations in train speed and wheel condition.

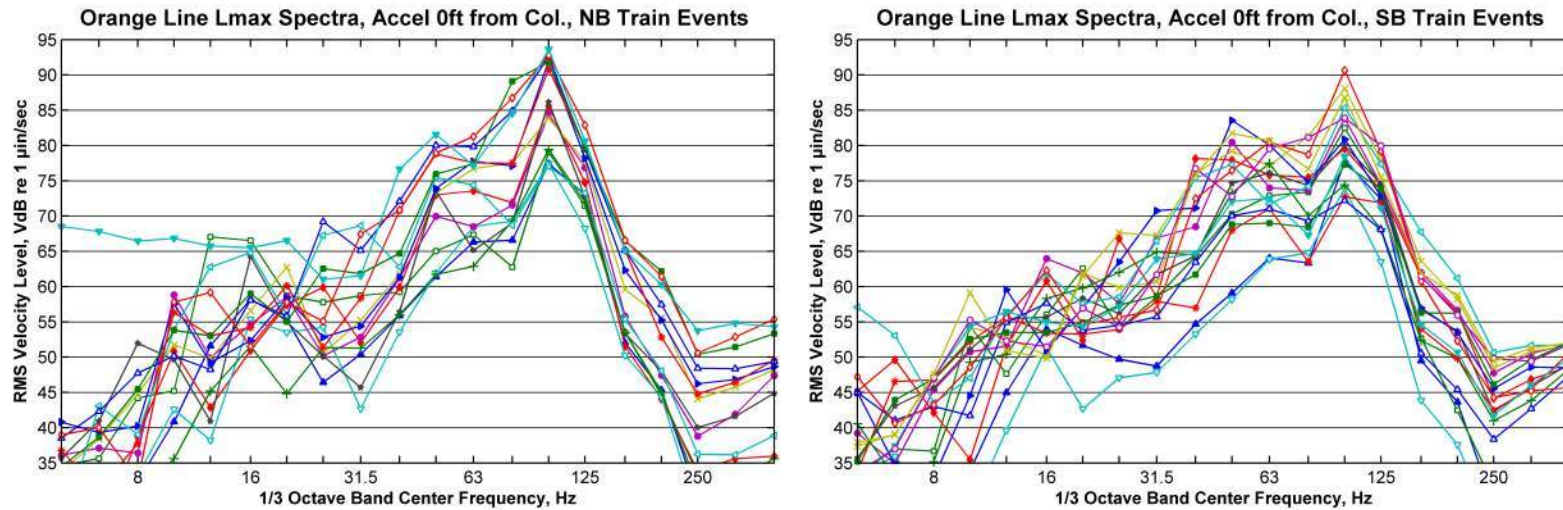


Figure 120: Spectra of L_{max} for Train Events at Orange Line, Accelerometer 0.5 feet from Column

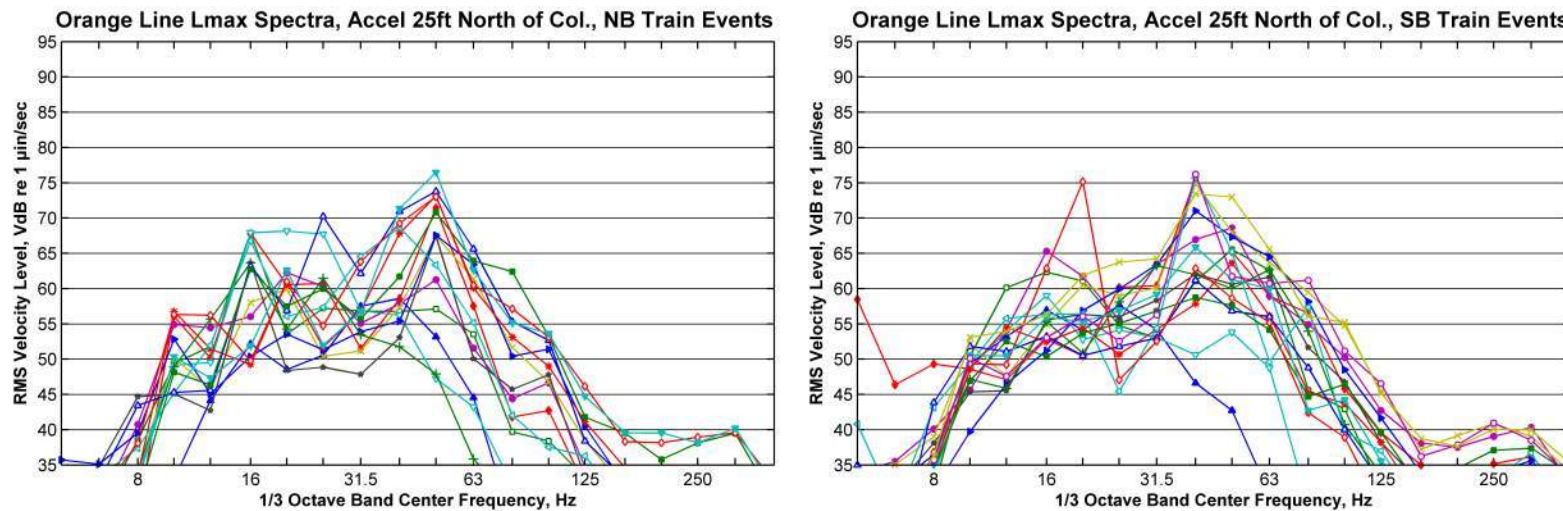


Figure 121: Spectra of L_{max} for Train Events at Orange Line, Accelerometer 25 feet North of Column

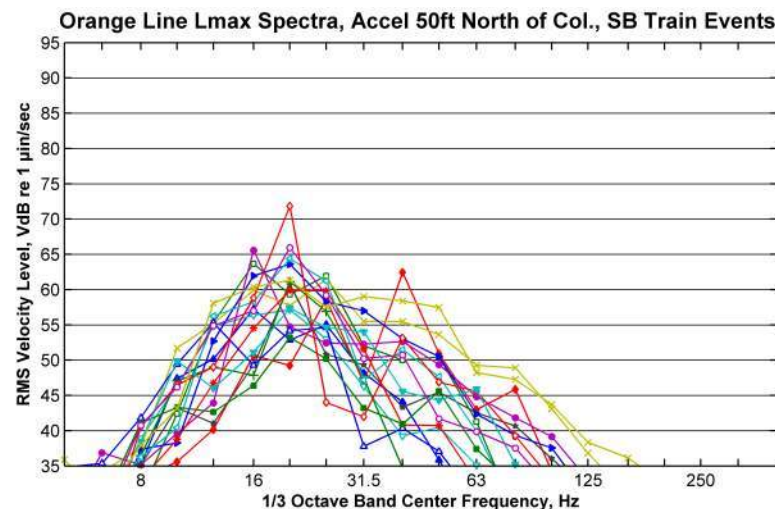
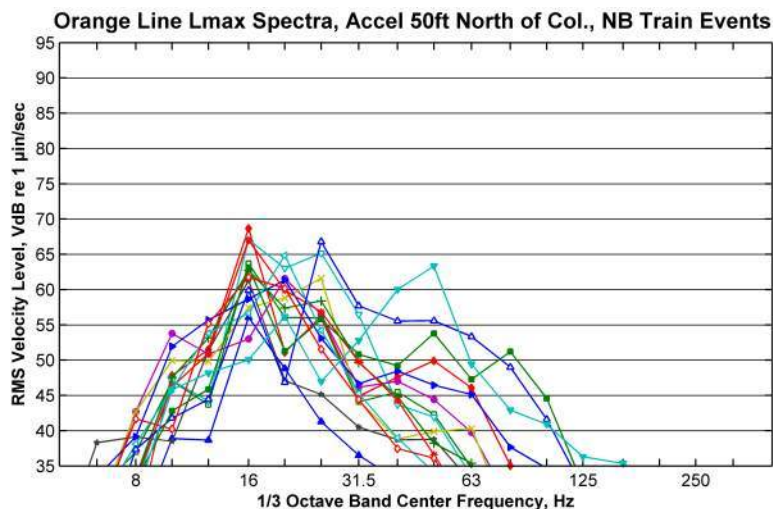


Figure 122: Spectra of L_{max} for Train Events at Orange Line, Accelerometer 50 feet North of Column

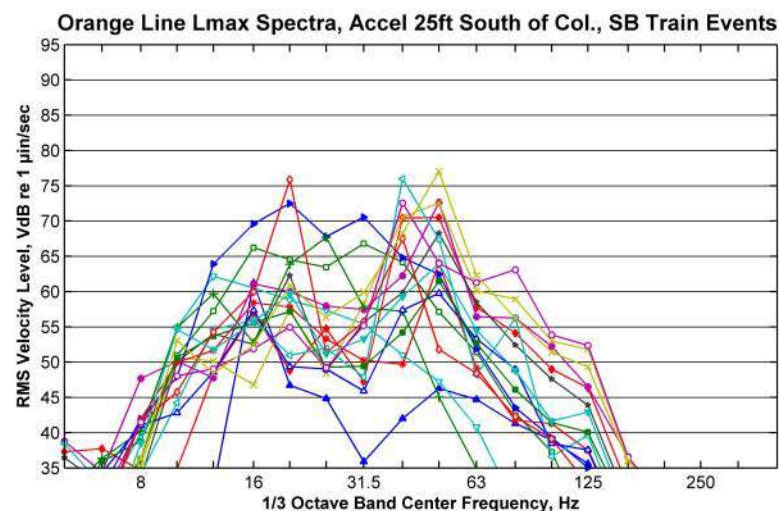
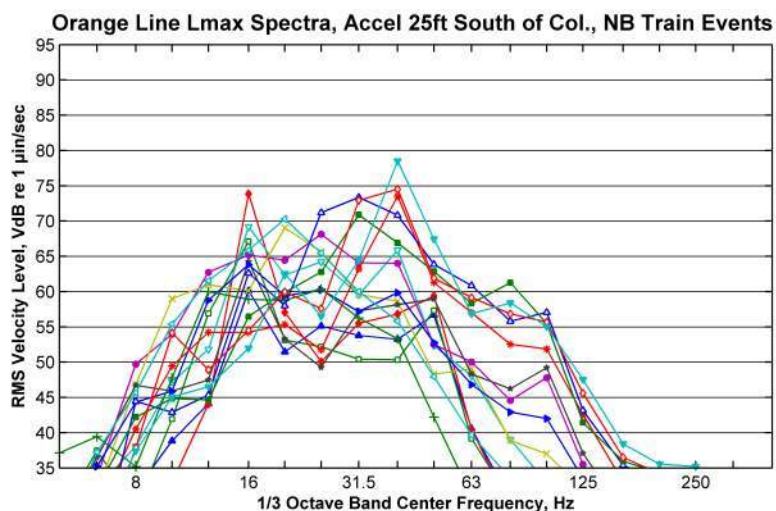


Figure 123: Spectra of L_{max} for Train Events at Orange Line, Accelerometer 25 feet South of Column

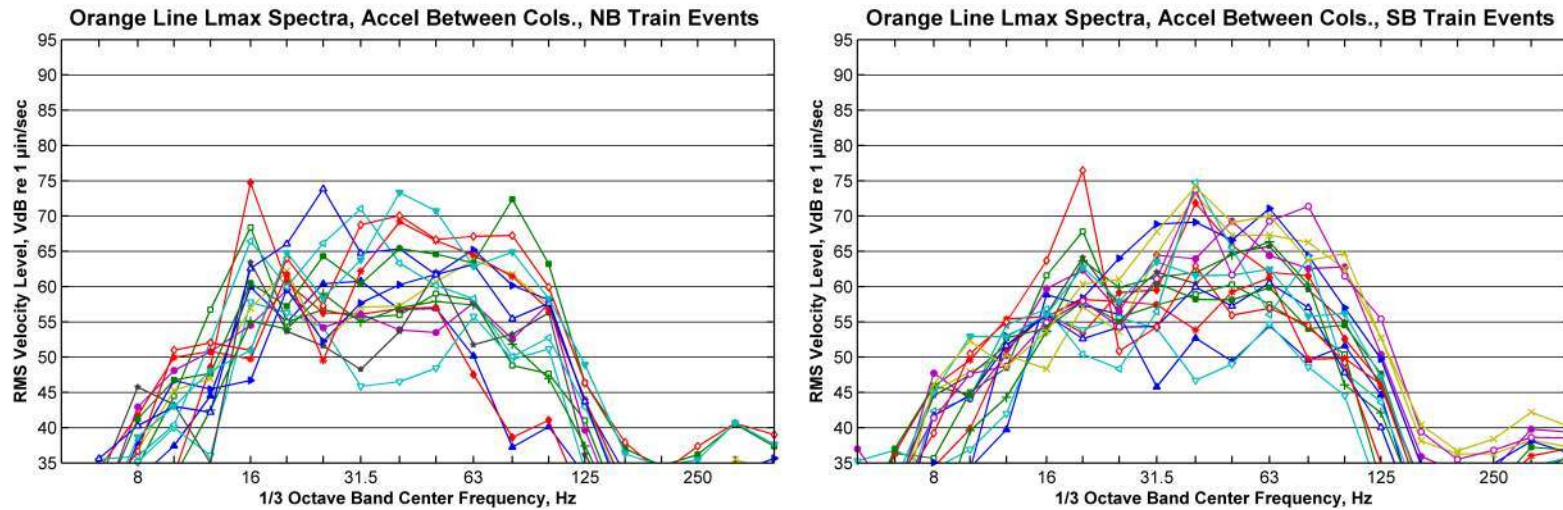


Figure 124: Spectra of L_{max} for Train Events at Orange Line, Accelerometer Between Columns

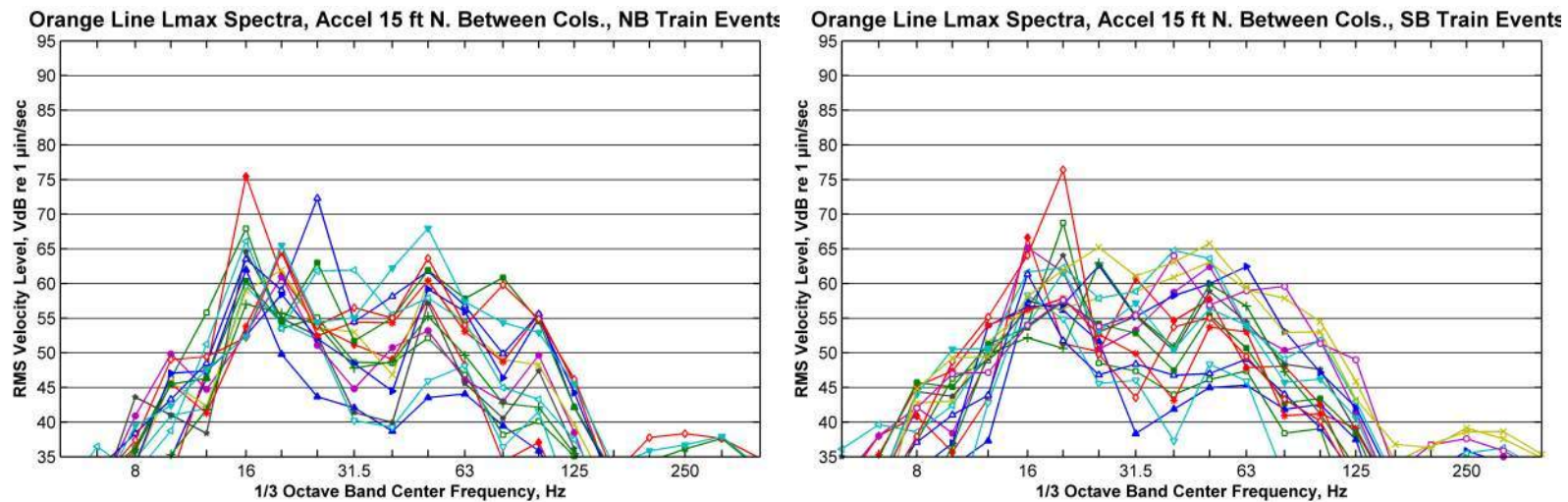


Figure 125: Spectra of L_{max} for Train Events at Orange Line, Accelerometer Between Columns 15 feet North of Structure

Appendix C: Background on Noise and Vibration

Noise

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted or excessive sound. Sound can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity and compress the scale to a more convenient range.

Sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale has been developed. A-weighted decibels are abbreviated as “dBA.” On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. As a point of reference, **Figure 126** includes examples of A-weighted sound levels from common indoor and outdoor sounds.

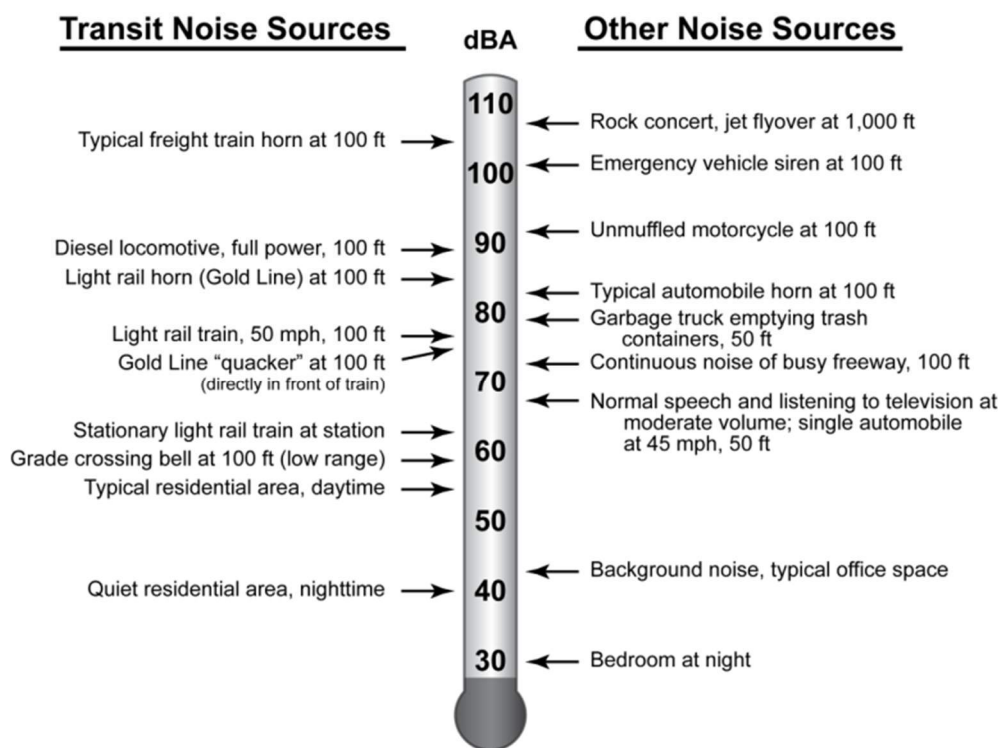


Figure 126. Typical Indoor and Outdoor Noise Levels

Using the decibel scale, sound levels from two or more sources cannot be directly added together to determine the overall sound level. Rather, the combination of two sounds at the same level yields an increase of 3 dB. The smallest recognizable change in sound level is approximately 1 dB. A 3-dB increase in the A-Weighted sound level is generally considered perceptible, whereas a 5-dB

increase is readily perceptible. A 10-dB increase is judged by most people as an approximate doubling of the perceived loudness.

The two primary factors that reduce levels of environmental sounds are increasing the distance between the sound source and the receiver and having intervening obstacles such as walls, buildings, or terrain features that block the direct path between the sound source and the receiver. Factors that act to make environmental sounds louder include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

Following are brief definitions of the measures of environmental noise used in this study:

- *Maximum Sound Level (L_{max}):* L_{max} is the maximum sound level that occurs during an event such as a train passing. For this analysis L_{max} is defined as the maximum sound level using the slow setting on a standard sound level meter.
- *Equivalent Sound Level (L_{eq}):* Environmental sound fluctuates constantly. The equivalent sound level (L_{eq}) is the most common means of characterizing community noise. L_{eq} represents a constant sound that, over a specified period of time, has the same sound energy as the time-varying sound. L_{eq} is used by the FTA to evaluate noise effects at institutional land uses, such as schools, churches, and libraries, from proposed transit projects.
- *Day-Night Sound Level (L_{dn}):* L_{dn} is basically a 24-hour L_{eq} with an adjustment to reflect the greater sensitivity of most people to nighttime noise. The adjustment is a 10 dB penalty for all sound that occurs between the hours of 10:00 PM to 7:00 AM. The effect of the penalty is that, when calculating L_{dn} , any event that occurs during the nighttime is equivalent to ten occurrences of the same event during the daytime. L_{dn} is the most common measure of total community noise over a 24-hour period and is used by the FTA to evaluate residential noise effects from proposed transit projects.
- *L_{xx} :* This is the percent of time a sound level is exceeded during the measurement period. For example, the L_{99} is the sound level exceeded during 99 percent of the measurement period. For a 1-hour period, L_{99} is the sound level exceeded for all except 36 seconds of the hour. L_1 represents typical maximum sound levels, L_{33} is approximately equal to L_{eq} when free-flowing traffic is the dominant noise source, L_{50} is the median sound level, and L_{99} is close to the minimum sound level.
- *Sound Exposure Level (SEL):* SEL is a measure of the acoustic energy of an event such as a train passing. In essence, the acoustic energy of the event is compressed into a 1-second period. SEL increases as the sound level of the event increases and as the duration of the event increases. It is often used as an intermediate value in calculating overall metrics such as L_{eq} and L_{dn} .
- *Sound Transmission Class (STC):* STC ratings are used to compare the sound insulating effectiveness of different types of noise barriers, including windows, walls, etc. Although the

amount of attenuation varies with frequency, the STC rating provides a rough estimate of the transmission loss from a particular window or wall.

Vibration

One potential community effect from the proposed project is vibration that is transmitted from the tracks through the ground to adjacent houses. This is referred to as *ground-borne vibration*. When evaluating human response, ground-borne vibration is usually expressed in terms of decibels using the root mean square (RMS) vibration velocity. RMS is defined as the average of the squared amplitude of the vibration signal. To avoid confusion with sound decibels, the abbreviation VdB is used for vibration decibels. All vibration decibels in this technical memorandum use a decibel reference of 1 micro-inch/second ($\mu\text{in}/\text{sec.}$).¹ The potential adverse effects of rail transit ground-borne vibration are as follows:

- **Perceptible Building Vibration:** This is when building occupants feel the vibration of the floor or other building surfaces. Experience has shown that the threshold of human perception is around 65 VdB and that vibration that exceeds 75 to 80 VdB may be intrusive and annoying to building occupants.
- **Rattle:** The building vibration can cause rattling of items on shelves and hanging on walls, and various different rattle and buzzing noises from windows and doors.
- **Reradiated Noise:** The vibration of room surfaces radiates sound waves that may be audible to humans. This is referred to as *ground-borne noise*. When audible ground-borne noise occurs, it sounds like a low-frequency rumble. When the tracks are at-grade, the ground-borne noise is usually masked by the normal airborne noise radiated from the transit vehicle and the rails.
- **Damage to Building Structures:** Although it is conceivable that vibration from a rail transit system could cause damage to fragile buildings, the vibration from rail transit systems is usually one to two orders of magnitude below the most restrictive thresholds for preventing building damage. Hence the vibration effect criteria focus on human annoyance, which occurs at much lower amplitudes than does building damage.

Vibration is an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration of the motion. The response of humans to vibration is very complex; however, the general consensus is that for the vibration frequencies generated by passenger trains, human response is best approximated by the vibration velocity level; therefore, vibration velocity has been used in this study to describe train-generated vibration levels.

When evaluating human response, ground-borne vibration is usually expressed in terms of decibels using the RMS vibration velocity. RMS is defined as the average of the squared amplitude

¹ One $\mu\text{in}/\text{sec.}$ = 10^{-6} in/sec.

of the vibration signal. To avoid confusion with sound decibels, the abbreviation VdB is used for vibration decibels. All vibration decibels in this technical memorandum use a decibel reference of 1 $\mu\text{in/sec}$.

Figure 127 shows typical vibration levels from rail and non-rail sources as well as the human and structure response to such levels.

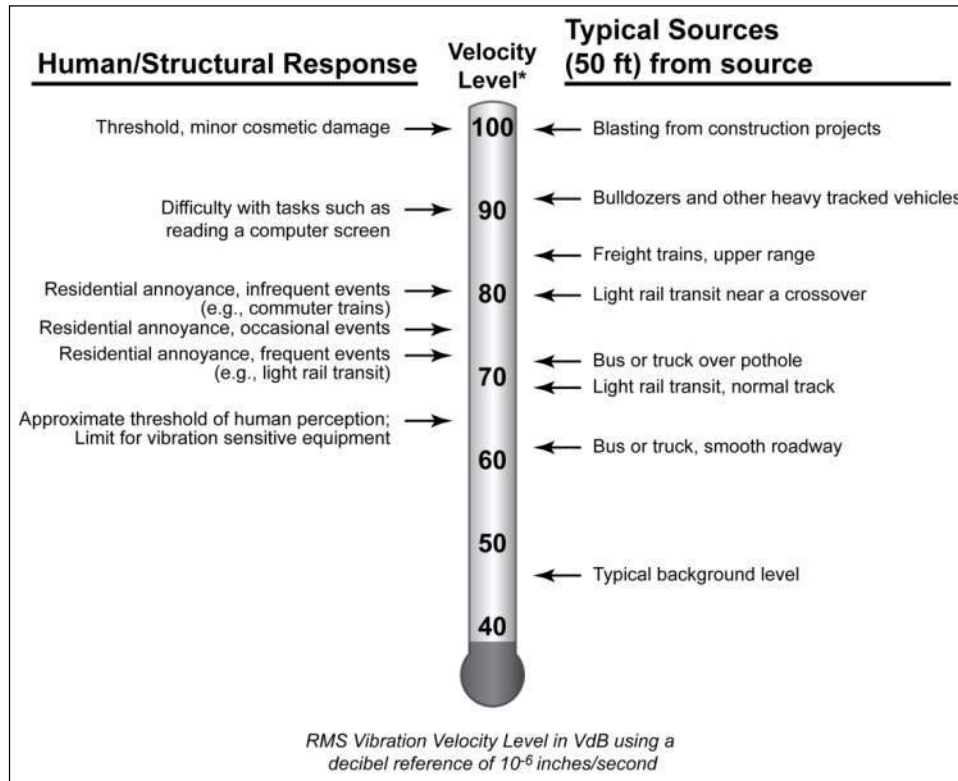


Figure 127: Typical Vibration Levels

Although there has been relatively little research into human and building response to ground-borne vibration, there is substantial experience with vibration from rail systems. In general, the collective experience indicates that:

- It is rare that ground-borne vibration from transit systems results in building damage, even minor cosmetic damage. The primary consideration therefore is whether vibration would be intrusive to building occupants or would interfere with interior activities or machinery.
- The threshold for human perception is approximately 65 VdB. Vibration levels in the range of 70 to 75 VdB are often noticeable but acceptable. Beyond 80 VdB, vibration levels are often considered unacceptable.

- For human annoyance, there is a relationship between the number of daily events and the degree of annoyance caused by ground-borne vibration. The FTA Guidance Manual includes an 8 VdB higher impact threshold if there are fewer than 30 events per day and a 3 VdB higher threshold if there are fewer than 70 events per day.

Often it is necessary to determine the contribution at different frequencies when evaluating vibration or noise signals. The $1/3$ -octave band spectrum is the most common procedure used to evaluate frequency components of acoustic signals. The term “octave” has been borrowed from music where it refers to a span of eight notes. The ratio of the highest frequency to the lowest frequency in an octave is 2:1. For a $1/3$ -octave band spectrum, each octave is divided into three bands where the ratio of the lowest frequency to the highest frequency in each $1/3$ -octave band is $2^{1/3}$:1 (1.26:1). An octave consists of three $1/3$ octaves.

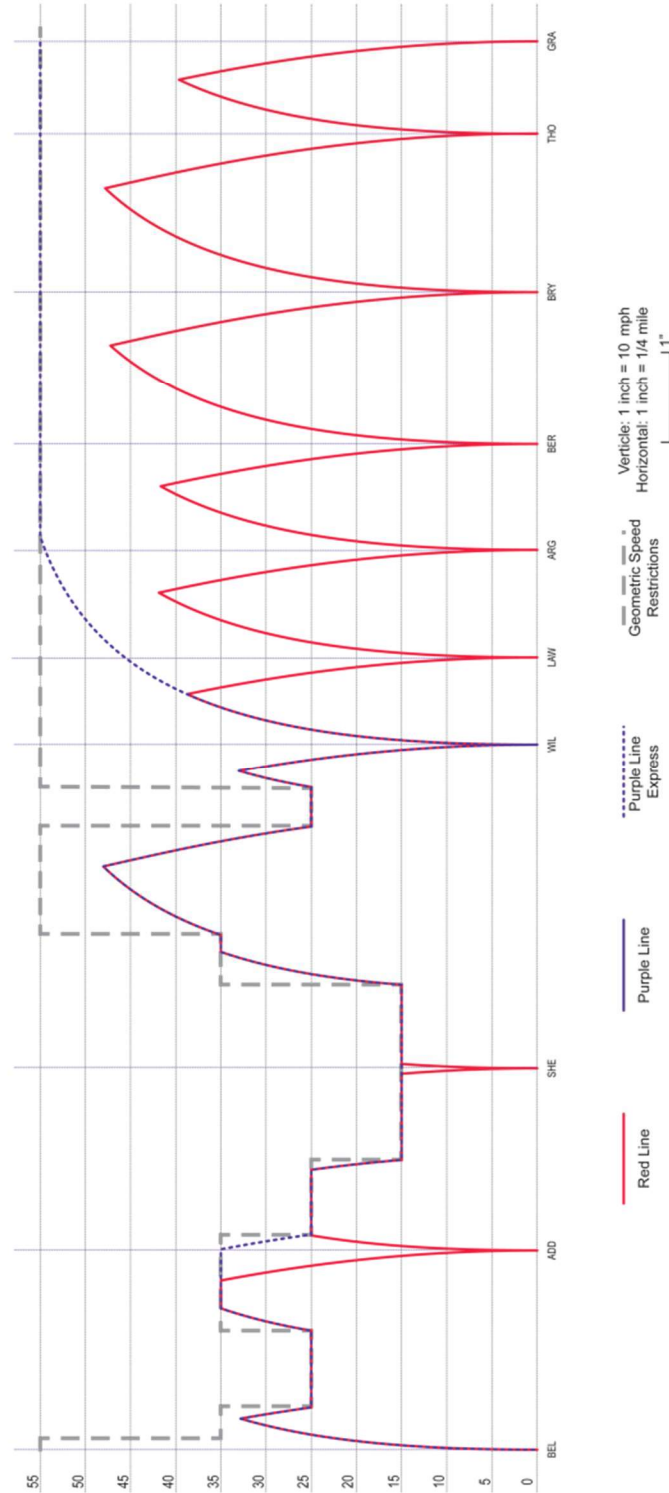
The $1/3$ -octave band spectrum of a signal is obtained by passing the signal through a bank of filters. Each filter excludes all components except those that are between the upper and lower range of one $1/3$ -octave band. The FTA Guidance Manual is a good reference for additional information on transit noise and vibration and the technical terms used in this section.

Appendix D: Existing and Future Train Speeds

RPM PHASE ONE PROJECTS - SPEED-DISTANCE GRAPHS

DRAFT - NOT FOR DISTRIBUTION - 05/30/2014 - Designed to be printed on 11x17 Tabloid

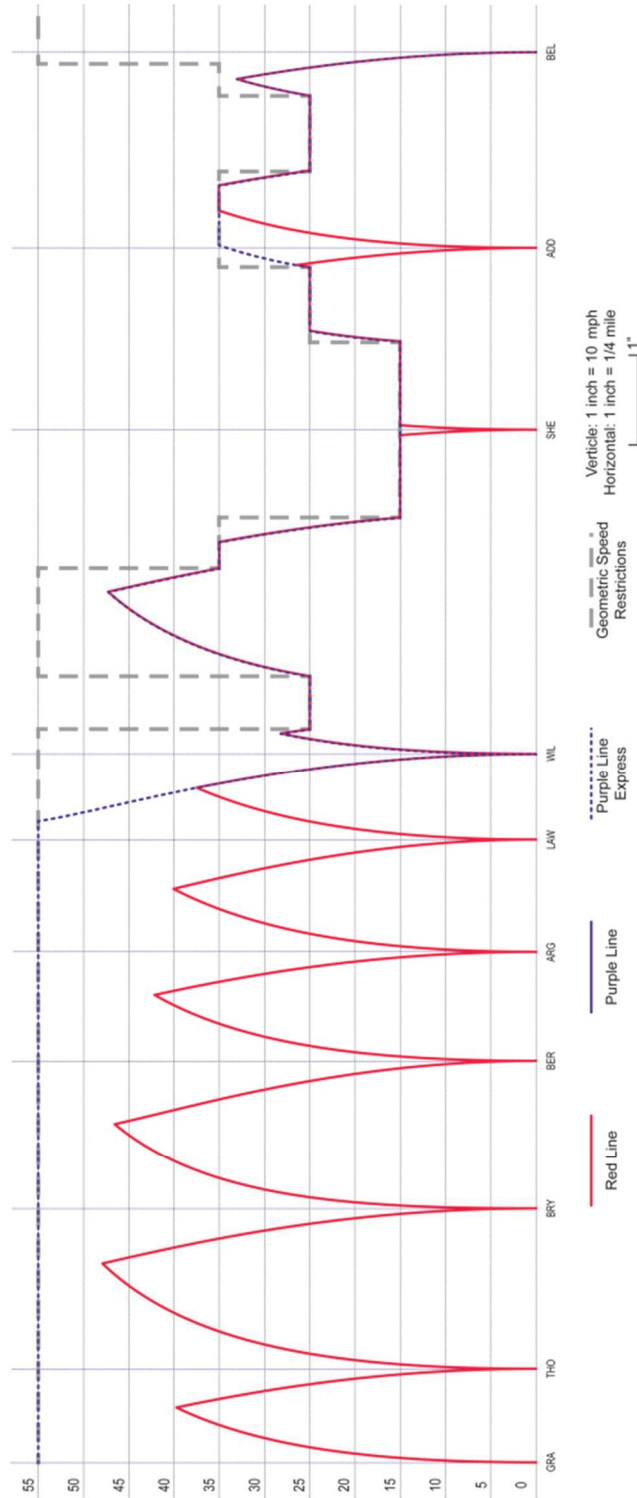
NORTHBOUND RED AND PURPLE LINES
ALTERNATIVE: NO ACTION



RPM PHASE ONE PROJECTS - SPEED-DISTANCE GRAPHS

DRAFT - NOT FOR DISTRIBUTION - 05/30/2014 - Designed to be printed on 11x17 Tabloid

SOUTHBOUND RED AND PURPLE LINES
ALTERNATIVE: NO ACTION

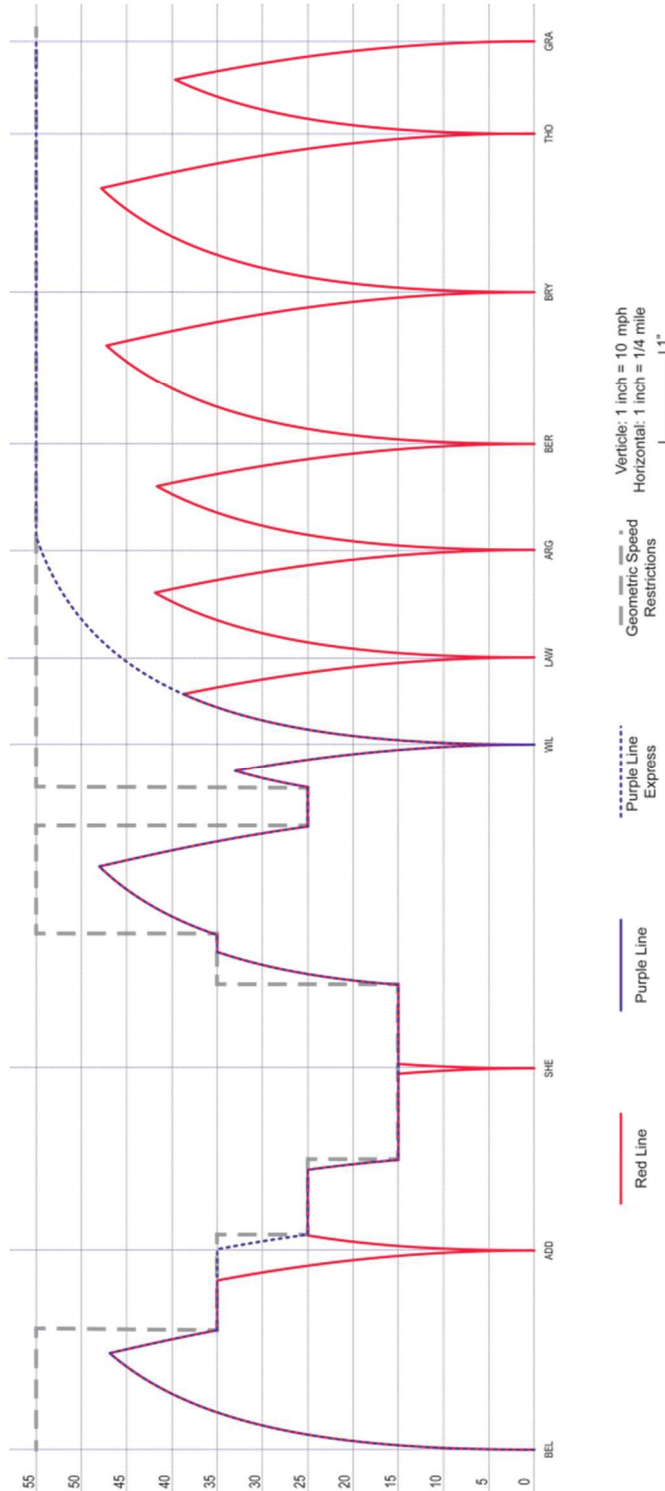


RPM PHASE ONE PROJECTS - SPEED-DISTANCE GRAPHS

DRAFT - NOT FOR DISTRIBUTION - 05/30/2014 - Designed to be printed on 11x17 Tabloid

NORTHBOUND RED AND PURPLE LINES

ALTERNATIVE: PHASE ONE - RED-PURPLE BYPASS & LAWRENCE TO BRYN MAWR MODERNIZATION

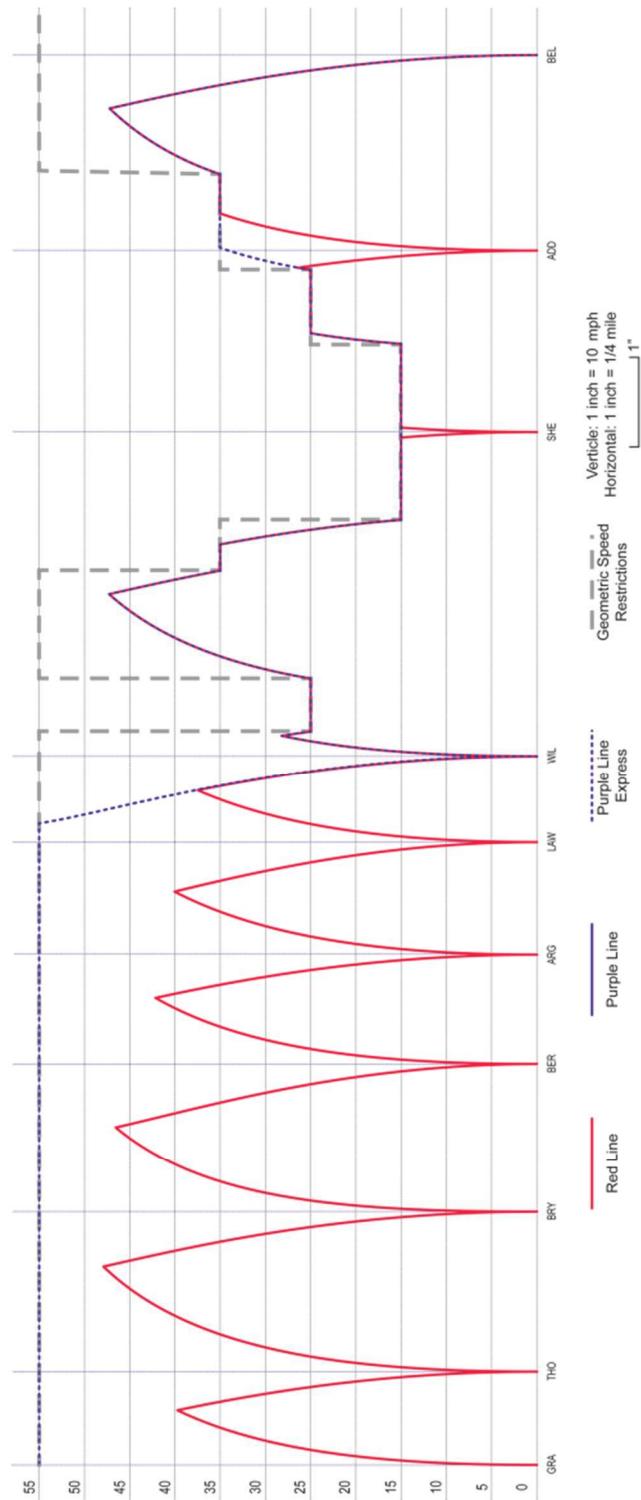


RPM PHASE ONE PROJECTS - SPEED-DISTANCE GRAPHS

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SOUTHBOUND RED AND PURPLE LINES

ALTERNATIVE: PHASE ONE - RED-PURPLE BYPASS & LAWRENCE TO BRYN MAWR MODERNIZATION



Appendix E: List of Sensitive Receivers

No.	Receiver Description	Location	Story	Distance to Existing NT (feet) ¹	Distance to Future NT (feet) ¹	Special Trackwork
NB-01	MFR	Winthrop Avenue and Leland Avenue to 4736 N. Winthrop Avenue	ground	30	34	Existing
NB-02	School	Christopher House (preschool/daycare)	ground	246	250	--
NB-03	MFR	4713-33 N. Winthrop Avenue	ground	240	244	Existing
NB-03b	MFR	4717 N. Winthrop Avenue	upper	235	240	Existing
NB-05	MFR	1107 W. Lawrence Avenue	upper	21	23	Existing
NB-07	Theater	Aragon Entertainment Center	ground	21	23	--
NB-08	MFR	1056 W. Lawrence Avenue-4821 N. Winthrop Avenue	ground	231	235	--
NB-09	MFR	4826-32 N. Winthrop Avenue	ground	67	72	--
NB-10	MFR	4825-39 N. Winthrop Avenue	ground	241	245	--
NB-12	MFR	4850 N. Winthrop Avenue	upper	84	89	--
NB-13	MFR	4843-67 N. Winthrop Avenue	ground	240	245	--
NB-14	MFR	Winthrop Avenue and Ainslie Street. SE corner	ground	239	245	--
NB-16	MFR	Winthrop Avenue between Argyle Street and Ainslie Street. West side	ground	21	8.5	--
NB-17	MFR	4901-43 N. Winthrop Avenue	ground	237	230	--
NB-18	MFR	Winthrop Avenue and Argyle Street. SE corner	upper	227	215	--
NB-19	MFR	Winthrop Avenue between Argyle Street and Winona Street. West side	ground	21	8.5	Future
NB-21	MFR	5039-57 N. Winthrop Avenue	ground	243	231	Future
NB-22	School	William C. Goudy Tech School	ground	22	8.5	Future
NB-23	SFR	1054-60 W. Winona Street.	ground	296	286	Future
NB-25	MFR	Winthrop Avenue and Foster Avenue SE corner	ground	229	217	Future
NB-26	MFR	Winthrop Avenue between Berwyn Avenue and Foster Avenue west side	ground	21	8.5	Existing and Future
NB-27	MFR	Winthrop Avenue between Berwyn Avenue and Foster Avenue east side	ground	220	208	Existing

No.	Receiver Description	Location	Story	Distance to Existing NT (feet) ¹	Distance to Future NT (feet) ¹	Special Trackwork
NB-28	MFR	Winthrop Avenue between Balmoral Avenue and Berwyn Avenue west side	ground	21	8.5	Existing
NB-29	MFR	Winthrop Avenue and Berwyn Avenue NE corner	upper	230	218	Existing
NB-31	MFR	5321 N. Winthrop Avenue-1065 W. Balmoral Avenue	ground	240	228	--
NB-32	MFR	Winthrop Avenue between Balmoral Avenue and Catalpa Avenue west side	ground	21	23.6	--
NB-33	MFR	Winthrop Avenue between Balmoral Avenue and Catalpa Avenue east side	upper	234	242	--
NB-34	MFR	Winthrop Avenue and Catalpa Avenue NE corner	ground	229	230	--
NB-35	MFR	Winthrop Avenue between Catalpa Avenue and Bryn Mawr Avenue west side	ground	21	8.5	--
NB-36	MFR	5525-33 N. Winthrop Avenue	ground	230	218	--
NB-38	MFR	5616-50 N. Winthrop Avenue	ground	44	32	--
NB-39	MFR	Winthrop Avenue between Bryn Mawr Avenue and Hollywood Avenue east side	ground	229	217	--
NB-39b	MFR	1064 W. Bryn Mawr Avenue (NB39 upper story)	upper	234	230	--
NB-39c	MFR	5611 N. Winthrop Avenue(NB39 upper story)	upper	261	255	--
NB-39d	MFR	5625 N. Winthrop Avenue(NB39 upper story)	upper	253	255	--
NB-40	MFR	Winthrop Avenue between Hollywood Avenue and Ardmore Avenue west side	ground	21	8.5	--
NB-41	MFR	Winthrop Avenue between Hollywood Avenue and Ardmore Avenue east side	ground	229	217	--
NB-42	MFR	5800-26 N. Winthrop Avenue	ground	21	28	--
NB-43	MFR	Winthrop Avenue between Ardmore Avenue and Thorndale Avenue	ground	245	255	--
NB-44	School	Swift Elementary School	ground	21	28	--
SB-02	Theater	Riviera Theater	ground	320	308	Existing
SB-03	MFR	4700-24 N. Racine Avenue	ground	340	330	Existing

No.	Receiver Description	Location	Story	Distance to Existing NT (feet) ¹	Distance to Future NT (feet) ¹	Special Trackwork
SB-04	MFR	Broadway and Leland Avenue NW corner	upper	142	142	Existing
SB-06	MFR	4815 N. Broadway	upper	170	155	--
SB-10	School	South East Asia Center School	ground	21	12	--
SB-12	MFR	4935-39 N. Broadway	upper	167	167	--
SB-13	MFR	1125 W. Argyle Street	upper	15	15	--
SB-14	MFR	5028 N. Broadway Street	ground	360	360	--
SB-15	School	International Academy of Beauty	ground	172	172	--
SB-16	MFR	1130-34 W. Argyle Street	upper	72	80	--
SB-18	MFR	5110 N. Broadway	upper	360	360	--
SB-19	School	South East Asia Center	ground	360	360	--
SB-21	Church	North Side Tabernacle of Praise	ground	170	170	--
SB-22	MFR	5153 N. Broadway	upper	140	140	--
SB-23	MFR	1210 W. Foster Avenue	ground	360	360	--
SB-28	MFR	5401 N. Broadway	ground	185	185	--
SB-31	MFR	5457 N. Broadway Street	ground	190	190	--
SB-34	MFR	1138 Catalpa Avenue-5523 N. Broadway	upper	110	110	--
SB-35	MFR	1122 W. Catalpa Avenue	upper	9	9	--
SB-36	MFR	5545-55 N. Broadway Street	upper	110	110	--
SB-37	MFR	1129 W. Bryn Mawr Avenue	upper	8.5	8.5	--
SB-38	MFR	1142 W. Bryn Mawr Avenue	upper	200	200	--
SB-39	MFR	1130 W. Bryn Mawr Avenue	upper	80	80	--
SB-42	MFR	5757 N. Broadway Street	ground	110	110	--
SB-45	MFR	5831 N. Broadway Street	upper	165	165	--
SB-45b	MFR	5831 N. Broadway Street	upper	181	181	--
SB-46	MFR	1128 W. Ardmore Avenue	ground	9	9	--
SB-48	MFR	5857 N. Broadway Street	ground	122	122	--

¹Distance to the track nearest to the sensitive receiver.

²Indicates if a sensitive receiver is within 350 feet of existing special trackwork (crossover or turnout) or of special trackwork proposed as part of the project. (future).

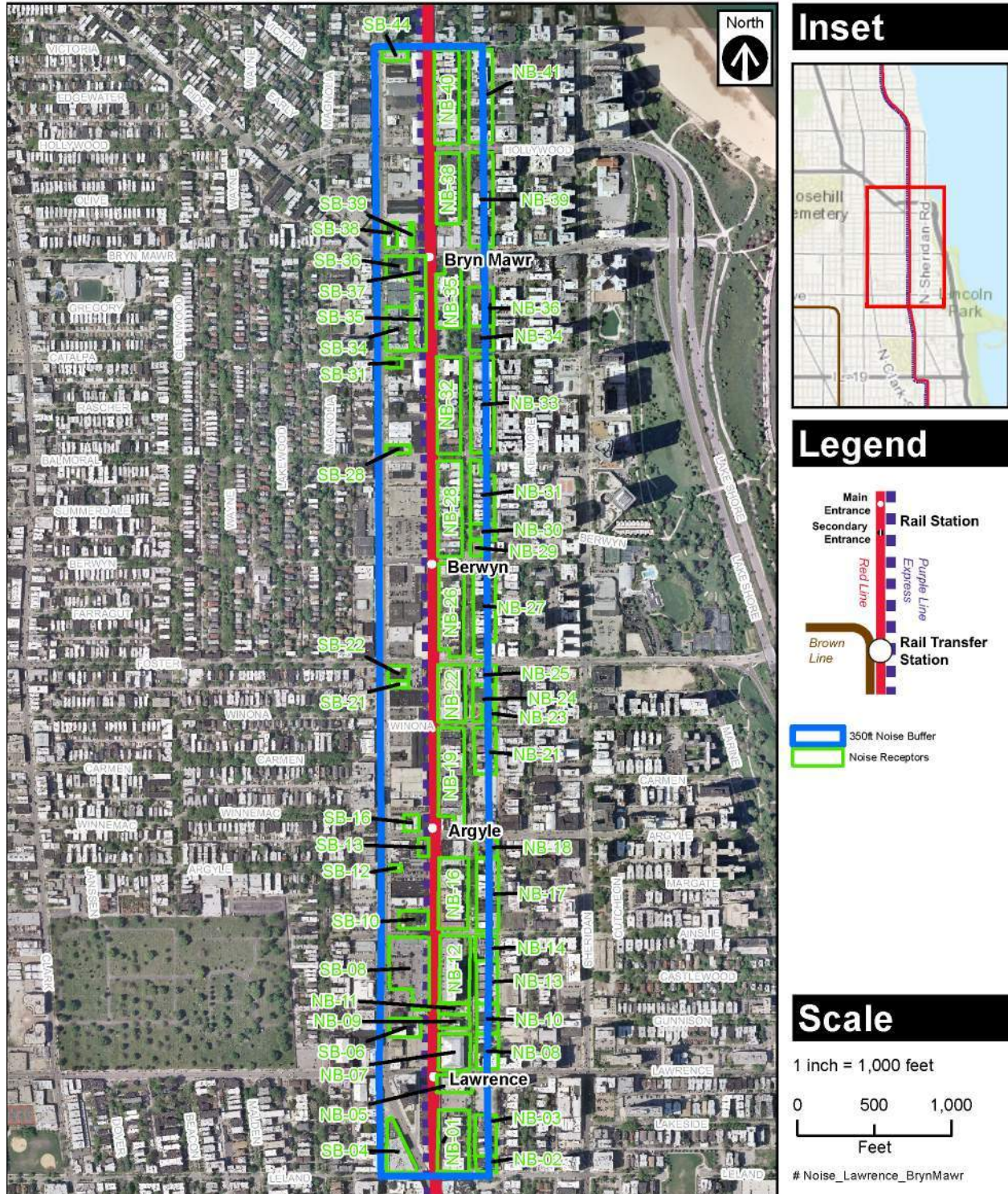


Figure 128: Aerial Photograph of Sensitive Receiver Locations

Appendix C

Environmental Assessment Technical Memoranda

C-1: Individual Property Displacement Information Sheets

C-2: Land Use and Economic Development Technical Memorandum

C-3: Neighborhood, Community, and Business Impacts Technical Memorandum

C-4: Historic and Cultural Resources Technical Memorandum

C-5: Noise and Vibration Technical Memorandum

C-6: Hazardous Materials Technical Memorandum

C-7: Environmental Justice Technical Memorandum

C-8: Resources with Limited or No Adverse Impacts Technical Memorandum



Lawrence to Bryn Mawr Modernization Project

Hazardous Materials Technical Memorandum

April 29, 2015

Prepared for:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Prepared by:



125 S. Wacker Drive
Suite 600
Chicago, IL 60606



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Attachments

Attachment A - Environmental Data Resources Report

Section 1

Introduction

The Chicago Transit Authority (CTA), a project sponsor to the Federal Transit Administration (FTA), proposes to construct the Lawrence to Bryn Mawr Modernization Project. The project would completely rebuild and modernize the Lawrence, Argyle, Berwyn, and Bryn Mawr Red Line stations and associated rail line tracks and structures.

This technical memorandum discusses the potential for encountering hazardous materials during project construction and implementation. Hazardous materials may include petroleum products, pesticides, organic compounds, heavy metals, or other compounds that could harm human health or the environment. The nature and extent of contamination can vary widely; early detection, evaluation, and determination of appropriate remediation of hazardous materials, such as those discussed in this EA, are essential to avoid or minimize the potential for hazardous material impacts from the project.

Two alternatives, described below, are considered in this analysis: No Build and Build.

1.1 No Build Alternative

The No Build Alternative is a required alternative as part of the NEPA environmental analysis and is used for comparison purposes to assess the relative benefits and impacts of the proposed project. This alternative would maintain the status quo and would not expand system capacity. The No Build Alternative would include all funded and committed projects within the project limits, as well as typical repairs required to keep the system within the project limits functional. Currently, no capital projects are proposed within the Lawrence to Bryn Mawr Modernization Project limits. Ongoing typical repairs include tie replacement, track maintenance, wall repairs, temporary bracing of viaducts, and minor viaduct repairs. Under the No Build Alternative, travel patterns would remain the same. Travel times would likely continue to increase and service reliability would continue to degrade due to the need to safely operate on deteriorating infrastructure.

1.2 Build Alternative

The Build Alternative, shown in **Figure 1-1**, would consist of reconstructing approximately 1.3 miles of the existing Red and Purple lines from Leland Avenue in the south to near Ardmore Avenue. This segment of railroad includes four stations: Lawrence, Argyle, Berwyn, and Bryn Mawr.

The Lawrence, Argyle, Berwyn, and Bryn Mawr stations would be completely reconstructed as part of the Build Alternative. Features such as elevators and wider stairways would increase capacity, provide ADA accessibility, and improve access from the ground floor of each station to the platform. New stairways would be wider for greater safety and capacity, meeting emergency entrance and exit requirements for the larger stations. In addition, other amenities, such as

enhanced passenger security features, longer canopies, more benches, and windscreens would be installed.

The current track support, referred to as “embankment,” was constructed in the 1920s using embankment walls and earth-fill. The embankment supports four tracks (northbound and southbound Red Line tracks, and northbound and southbound Purple Line express tracks). Viaducts would be replaced and no piers would be located in the roadway within the project limits, improving sightlines for pedestrians, drivers, and bicyclists. To meet required vertical clearance over streets and construct the modern support structure, the track profile would be approximately 5 to 10 feet higher than the existing profile. The proposed structure assumes a closed-deck, concrete aerial structure with direct-fixation track and welded rail. Noise barriers (approximately 3 to 3½ feet in height) are proposed on both sides of the track deck to reduce noise transmission at and below track level. To minimize impacts on adjacent properties, the right-of-way widening would take place over adjacent alleys along the east side of the alignment, where possible.

Based on conceptual engineering, reconstruction of stations would require at least the removal of the existing embankment walls and earth-fill along the entire length of the new platforms to construct the new stationhouses and improve access from the ground floor of each station to the platform with elevators (for ADA accessibility) and wider stairways. CTA is analyzing whether portions of the embankment wall could be kept or removed along the project corridor between stations and viaducts for visual or aesthetic purposes. Where the existing embankment wall could remain in place, the height of the embankment under the new aerial structure would be lowered (up to 7 feet) to allow access for required inspections and maintenance.

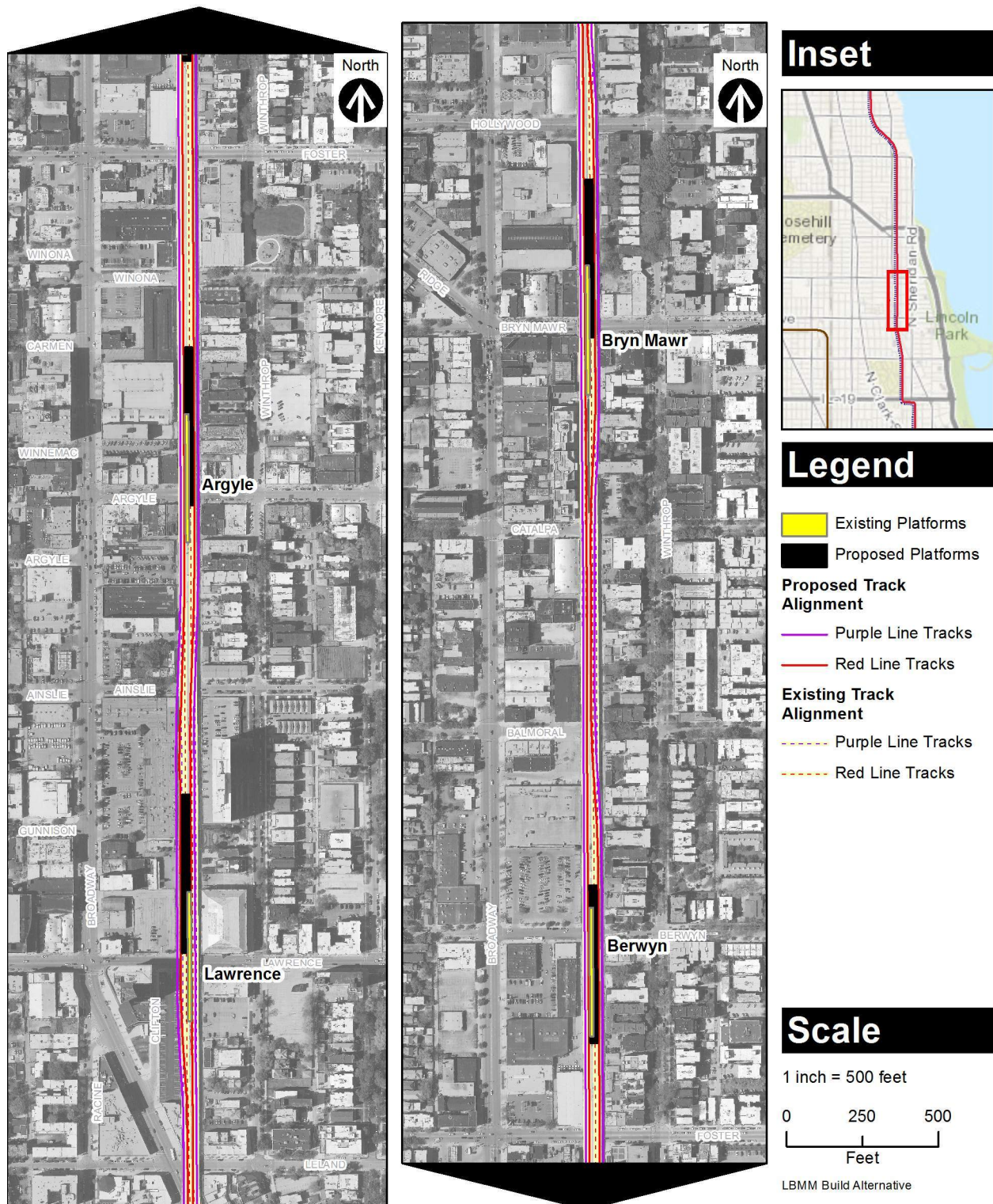


Figure 1-1: Lawrence to Bryn Mawr Modernization Project Build Alternative Map

Section 2

Regulatory Framework and Methodology

2.1 Regulatory Framework

Federal and state laws have been established for the protection of human health and the environment. At the federal level, the regulations include the following: the Resource Conservation and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Superfund Amendments and Reauthorization Act; the Clean Air Act; the Toxic Substances Control Act; and the Federal Occupational Safety and Health Act. At the state level, regulations and programs include the Illinois Environmental Protection Act and the Illinois Occupational Safety and Health Program, with oversight by the Office of the State Fire Marshal. Locally, the City of Chicago Fire Department and Department of Public Health regulate and oversee issues related to hazardous materials.

2.2 Methodology

A review of federal, state, and local regulatory databases was conducted by Environmental Data Resources, Inc. (EDR) to identify sites that currently or have historically handled, stored, transported, released, or disposed of hazardous or regulated material. These types of sites are potential sources of hazardous material contamination. In addition, historical Sanborn® fire insurance maps, topographic and aerial maps, and other sources were reviewed for this analysis (EDR 2012a, Historical Information Gatherers, Inc. 2012a, 2012b, and 2012c).

Specific sites within ¼ mile of the project alignment, where hazardous materials are known or suspected to exist, were evaluated for the potential for hazardous materials to be present. Each site was assigned a level of concern based on the following criteria:

- **High Concern** - Sites with known/probable soil, groundwater, or soil gas contamination that have not been remediated, or where remediation was incomplete or undocumented. Other considerations include the type and mobility of any contamination, distance to the project, and groundwater impacts.
- **Moderate Concern** - Sites with known/potential soil, groundwater, or soil gas contamination and where remediation is in progress or was completed with restrictions in place, or contaminants do not appear to pose a concern for the project. Sites may also be considered a Moderate Concern based on the type and intensity of the former land use (e.g., chemical manufacturers, machine shops, gas stations), even if they did not otherwise have an environmental database listing.
- **Low Concern** - Sites where hazardous materials or petroleum products may have been or are stored, but where there is no known contamination associated with the property based on all available information. These may include hazardous waste generator sites, sites with

permitted air toxic emissions, or sites with spills or leaks that were subsequently remediated and have received case closure.

Polychlorinated biphenyls (PCBs), lead-based paint, and asbestos-containing material are likely to occur in transformers and buildings constructed before 1978–1979. The evaluation of potential impacts associated with these hazardous materials determined whether transformers and buildings potentially constructed before 1978–1979 were present.

Section 3 Existing Conditions

3.1 Historic Document Review

The following historic documents were reviewed and analyzed to identify existing conditions and potential hazardous material sites:

Topographic Maps - Historic United States Geologic Survey topographic maps obtained from Historical Information Gatherers, Inc. (HIG) were reviewed (HIG 2012a, HIG 2012b). The maps are not generally at a scale that permits identification of individual sites of concern but they do show general land use over time. The density of streets increased considerably between 1889 and 1929, after which development was primarily limited to isolated areas throughout the project area. The rail line currently used by the North Red and Purple lines is first depicted on the topographic maps starting in 1929.

Aerial Photographs - Historic aerial photographs obtained from HIG (HIG 2012c) were reviewed for the years 1938, 1947, 1952, 1962, 1972–74, 1983, 1994, 2005 and 2009. Like the topographic maps, the aerials are not generally at a scale that permits identification of potential impacts associated with specific sites, but they do provide information on changes in land use and development over time. The 1938 aerial photograph showed that the majority of the project area was already developed. Historical land use with the area of potential impact appears to be a mix of residential and commercial, with areas of industrial use between.

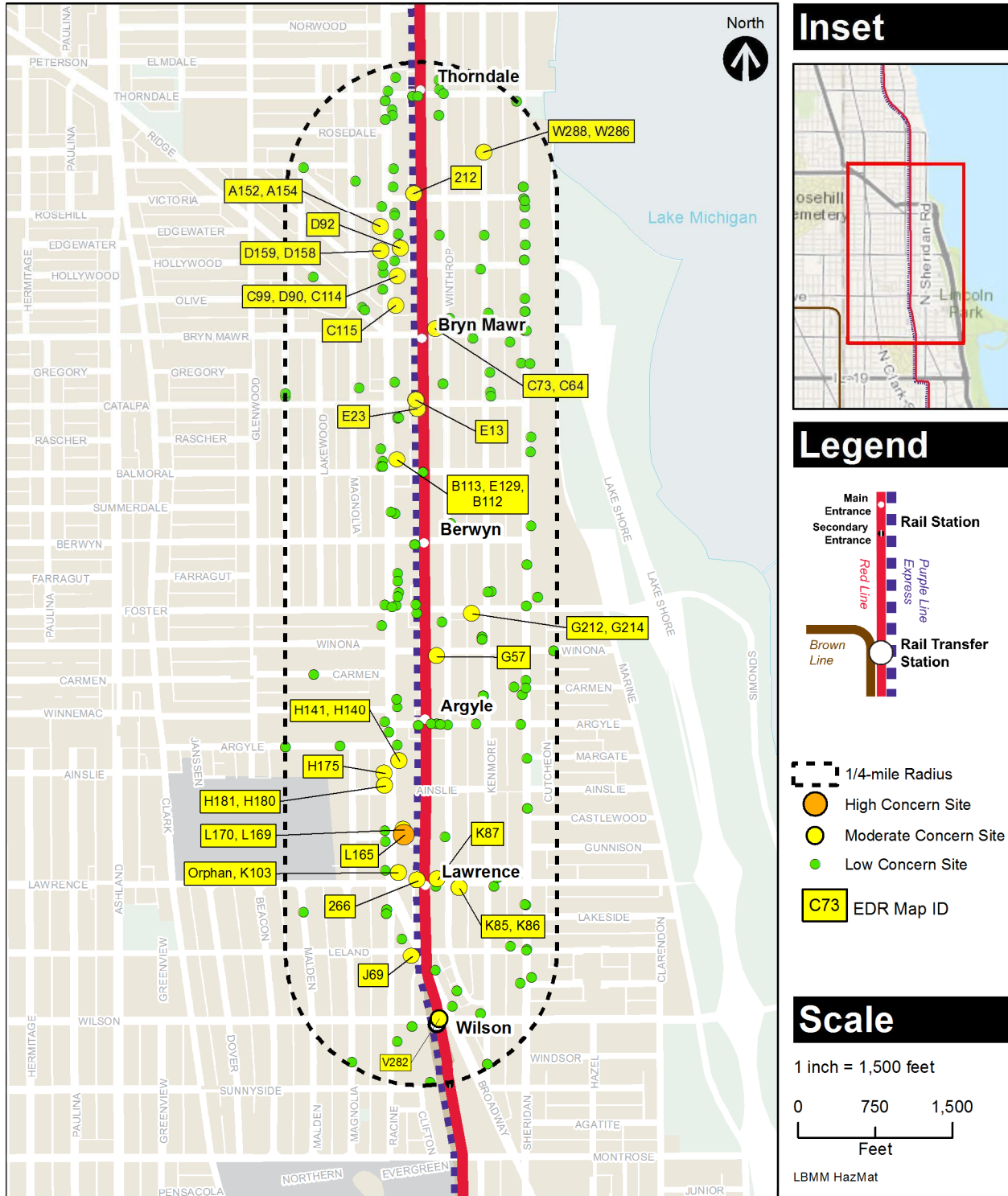
Certified Sanborn® Maps - Environmental Data Resources Inc. (EDR) provided historic Certified Sanborn® fire insurance maps for the year 1894, 1905, 1950, and 1975 (EDR 2012a). The review identified coal yards, gas stations, auto repair shops, machine shops, manufacturing facilities, dry cleaners, underground storage tanks (USTs), an electric light plant, and transformers throughout the corridor. These are all activities and sources typical of an urban setting.

3.2 Regulated Site Review

EDR conducted a search of federal, state, and local environmental regulatory databases on February 13, 2012 to identify potential sites of concern within ¼ mile of the project limits (EDR 2012b). An updated search within the Lawrence to Bryn Mawr Modernization Project limits was done on July 7, 2014 (EDR 2014). The EDR report is included in **Attachment A**. Using the impact analysis criteria, CTA reviewed the sites identified by EDR and classified them as a High, Moderate, or Low Concern based on their potential to act as a source of contamination to the project. In addition, the list of orphan sites (sites reported as potentially being within ¼ mile of the project limits, but which could not be mapped due to inadequate or incomplete address information) was reviewed and when possible, classified.

The review identified 2 High Concern and 23 Moderate Concern sites, summarized in **Table 3-1** and illustrated in **Figure 3-1**. All sites not identified as Moderate Concern sites were classified as Low Concern sites.

One site classified as a High Concern is adjacent to the project. EDR identifies the site as the Emerald Development Co. and Parking Lot (4843 N. Broadway; EDR Map ID: L165). This site is registered as a leaking underground storage tank (UST) site with one heating oil UST and two gasoline USTs. The EDR report indicates that representatives of this site elected not to proceed with the cleanup program and have not received a No Further Remediation letter from the Illinois Environmental Protection Agency. This site is classified as High Concern because the extent of contamination from this site is not known, the status of remediation activities are not known, and the site's proximity to the project.



Source: EDR 2012a, 2012b, 2014

Figure 3-1: Identified Hazardous Materials Sites of Concern

Table 3-1: Summary of High and Moderate Concern Sites

EDR Map ID ¹	Listed Name	Site Address	Databases ^{2,3}	Risk
Within Property Displacement Areas				
C99, D90, C114	Amoco Oil Co. #15590	5657 N. Broadway & Hollywood Avenue	LUST (NFRs), UST (11 tanks removed), RCRA-SQG	Moderate
Outside Property Displacement Areas				
L165	Emerald Development Co and Parking Lot	4843 Broadway Street	LUST (elected not to proceed with program), three USTs exempt from registration	High
L170, L169	Sun Chevrolet	4849 N. Broadway Street	LUST (NFR), UST (six tanks, exempt from registration), RCRA-SQG	Moderate
V282	CTA Rail Yard Facility	1111-1117 W. Wilson Avenue	SRP	Moderate
J69	Buddhist Temple of Chicago	1151 W. Leland Avenue	UST	Moderate
K85, K86	Andrew Maxwell Law Firm, Sara Enterprise Inc.	1063 Lawrence Avenue	LUST, UST	Moderate
K87	Aragon Ballroom	1106 W. Lawrence Avenue	UST	Moderate
266	1124 W. Lawrence Ave	1124 W. Lawrence Avenue	ERNS	Moderate
Orphan, K103	Goodyear Auto Service Center	4809-4815 N. Broadway	SRP, INST CONTROL, ENG CONTROL, UST	Moderate
H181, H180	Uptown Car Wash, Uptown Serv Station	4900 N. Broadway	LUST, UST	Moderate
H175	Sun Izuzu	4916 N. Broadway	LUST	Moderate
H141, H140	Sun Oldsmobile	4925 Broadway	LUST, UST	Moderate
G57	Gran Adell Mfg Co	1111 W. Winona Street	UST, RCRA-SQG	Moderate
G212, G214	Chicago School District, Former William C. Goudy Branch	1053 W. Foster Avenue	UST, LUST	Moderate
B113, E129, B112	Aw Zengeler Uniform Rental	5427 Broadway	LUST, SRP, UST, RCRA-SQG	Moderate

EDR Map ID ¹	Listed Name	Site Address	Databases ^{2,3}	Risk
E13	Brundage Operating Account	1122 W. Catalpa Avenue	LUST	Moderate
E23	North Shore Elite Auto Service	1123 W. Catalpa Avenue	UST	Moderate
C115	Metro Toyota	5625 N. Broadway	LUST, UST	Moderate
C73, C64	Gold Cleaners	1100-1114 W. Bryn Mawr Avenue	SRP, INST CONTROL, ENG CONTROL, RCRA-SQG	Moderate
D92	Comar Industries	5715-5719 N. Broadway	SRP	Moderate
D159, D158	Edgewater Uptown Bldg. Corp., Merit Mark and Community Counseling Centers	5710 N. Broadway	LUST, UST	Moderate
A152, A154	Sam Tubring, German Motors Auto Service	5734 N. Broadway	LUST, UST	Moderate
212	Com Ed Ardmore Station	1128 Ardmore Avenue	PCB TRANSFORMER	Moderate
W288, W286	Verona Apartments	5860 N. Kenmore Avenue	LUST, UST	Moderate

¹Unless otherwise noted, EDR Map ID is the site ID number provided in the 2012 or 2014 EDR database report included in Appendix A. More than one site has the same ID and each site may have more than one ID. Orphan listings are not given a Map ID by EDR.

² The Databases listed are those that contributed to the site's designation as a level of concern designation.

³ Database definitions: ENG CONTROL = Engineering Control; ERNS = Emergency Response Notification System; INST CONTROL = Institutional Control; LUST = Leaking Underground Storage Tank; NFR = No Further Remediation; RCRA = Resource Conservation and Recovery Act; SQG = Small Quantity Generator; SRP = Site Remediation Program; UST = Underground Storage Tank

3.3 Other Sources

The North Red and Purple lines themselves, including the rail structures, embankment material, and stations, are classified as a High Concern. Given the urban setting of the Lawrence to Bryn Mawr Modernization Project, the potential also exists for the presence of typical urban fill throughout the project area. Typical urban fill normally contains elevated concentrations of polynuclear aromatic hydrocarbons and metals, which are present due to the urban setting that includes nearby roadways, railways, and industrial and commercial land uses. This type of contamination is not necessarily associated with a release from a specific site or source. Urban fill may also include building demolition debris, which was commonly used as fill material in excavations.

Section 4

Environmental Impacts

The following summarizes the potential impacts from hazardous materials for the No Build and Build Alternatives.

4.1 No Build Alternative

No adverse construction or permanent impacts from hazardous materials would occur under the No Build Alternative. Construction activities associated with the No Build Alternative, such as routine maintenance, have the potential to encounter and/or generate hazardous materials such as paints, solvents, fuels, and hydraulic fluids that may be accidentally released during construction. Adherence to federal, state, and local regulations would avoid and minimize any construction-related impacts associated with the No Build Alternative.

Potential benefits of remediation associated with the Build Alternative would not occur with the No Build Alternative. The Red and Purple lines would continue operating under the No Build Alternative, and transit operation has the potential to result in the release of hazardous materials and/or petroleum products into the environment from accidental spills. Spills would most likely occur during activities such as equipment and grounds maintenance. Materials typically used for these activities include fuel, oil, paints, solvents, cleaning agents, herbicides, and pesticides. There would be no changes in the existing types, usage, storage, or transport of hazardous materials during operation of the No Build Alternative and existing procedures are already in place to address the proper storage and handling of hazardous materials during operations.

4.2 Build Alternative

4.2.1 Construction Impacts

Under the Build Alternative, construction impacts relate primarily to the potential to encounter soil and/or groundwater containing hazardous materials. Station reconstruction, viaduct replacement, steel structure construction, and embankment removal would require subsurface excavation throughout the majority of the project corridor. There is the potential to encounter hazardous materials, whether from the sites identified in the database review, from the presence of urban fill, or from the existing rail corridor, which may have been previously contaminated. High and Moderate Concern sites are the greatest potential sources of hazardous material impacts from regulated sites. One High Concern site (EDR Map ID: L165) is adjacent to the construction area. Excavated material would be handled and disposed of according to laws and regulations of the State of Illinois.

CTA plans to acquire certain parcels for construction staging. One of these parcels contains a Moderate Concern site. The parcel on the south side of Hollywood Avenue includes one Moderate Concern site (EDR Map ID #C99, D90, C114). Although planned subsurface work is not expected

in the construction staging sites, there is the potential to disturb the soil and encounter hazardous materials.

The Build Alternative would include renovation and/or demolition of existing structures and stations that were constructed before 1978–1979. The structures and stations potentially contain asbestos-containing material and lead-based paint that could result in a release of asbestos fibers and lead dust during construction. There is also the potential for hazardous materials involved with construction activities, such as paints, solvents, fuels, and hydraulic fluids, to be accidentally released during construction.

The project could also result in beneficial impacts through the cleanup and/or removal of contaminated material (soil, groundwater and/or asbestos and lead-based paint particles) during construction. Without this project, this cleanup and removal would occur either at a later date or not at all.

4.2.2 Permanent Impacts

As discussed for the No Build Alternative, transit operation has the potential to result in the release hazardous materials and/or petroleum products into the environment from accidental spills. The Build Alternative would result in removal of asbestos and lead-based paint associated with renovated stations. Existing procedures are already in place to address the proper storage and handling of hazardous materials during operations. There would be no permanent impacts related to hazardous materials associated with the project.

Section 5

Measures to Avoid or Minimize Harm

Federal, state, and local laws and regulations regarding hazardous materials will be followed before and during construction. The following standard best management practice (BMPs), at minimum, will be implemented to avoid and minimize the potential for impacts before and during construction:

- Phase I Environmental Site Assessments (ESAs) will be conducted for any property to be purchased as part of the Build Alternative in order to identify recognized environmental conditions and assess and limit environmental liability. Based on the Phase I ESA findings, a Phase II ESA could also be required before purchasing a property.
- Focused site assessments will be required for areas where earthmoving activities will occur and on properties purchased for the project. The assessments will include characterization and evaluation of the potential for encountering hazardous materials and contaminated soils.
- Asbestos, lead-based paint, and hazardous material surveys of buildings or structures will be required before renovation or demolition, to identify any asbestos, lead-based paint particles, and hazardous materials, such as PCB- or mercury-containing equipment. Any hazardous materials identified will be abated and disposed of in accordance with federal, state, and local regulations.

The following specific and required plans will be developed before construction to further minimize or avoid the potential for hazardous material impacts:

- A Contaminated Material Management Plan that provides the procedures for identifying, characterizing, managing, storing, and disposing contaminated soil and groundwater encountered during construction activities will be required. This plan will cover the entire project area, as it is assumed that all material has at least some level of contamination associated with it. Procedures to be implemented by the construction contractor could include, but would not be limited to, the following:
 - Notification procedures and contact information for appropriate regulatory agencies
 - Procedures for sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials
 - Procedures for the proper handling, storage, transport, and disposal of contaminated soil and/or groundwater, in consultation with regulatory agencies

- Procedures for the proper containment of refuse or other contaminated soil and/or groundwater during construction to ensure that contamination is not transported vertically or laterally
- Dust control measures (e.g., soil wetting, wind screens) for contaminated soil
- Groundwater collection, treatment, and discharge procedures and applicable standards
- Spill Control and Prevention Plans to address the use, storage, and disposal of materials such as asphalt, fuel, paint, solvents, and cleaning agents will be required. The Spill Control and Prevention Plans will provide BMPs to limit the potential for accidental releases of potentially hazardous materials.
- Construction Stormwater Pollution Control Plans, which describe methods to prevent or minimize stormwater runoff from encountering contaminated soil or other hazardous materials, will be required.
- Health and Safety Plans for construction activities will be developed by the construction contractors and read and signed by all workers before starting any work. The Health and Safety Plans will identify potential contaminants of concern, required personal protection equipment and procedures, emergency response procedures, and the Site Safety Officer.

Finally, during operation, CTA will adhere to all applicable federal, state, and local regulations, as well as CTA's existing system-wide hazardous material usage, storage, and disposal plans and procedures, further minimizing the potential for hazardous material impacts.

Section 6

References

Environmental Data Resources, Inc. (EDR). 2012a. Certified Sanborn® Map Report, CTA RPM EIS, Inquiry Number 325760.1. for the years 1894, 1905, 1950, and 1975.

EDR. 2012b. EDR DataMap™ Environmental Atlas™ Report, CTA RPM EIS, Inquiry Number 3254775.1S. February 13, 2012.

EDR. 2014. EDR Radius Map™ Report with GeoCheck®, CTA RPM LBMM, Inquiry Number 03995411.2r. July 7, 2014.

Historical Information Gatherers, Inc. (HIG). 2012a. Historic United States Geological Survey (USGS) Topographic Maps, Chicago Sheet for the years 1889, 1891, 1900, and 1901.

HIG. 2012b. Historic USGS Topographic Maps, Chicago Loop Quadrangle for the years 1929, 1953, 1963, 1972, 1993, and 1997.

HIG. 2012c. GIS Ready Historic Aerial Photographs for the years 1938, 1947, 1952, 1962, 1972-74, 1983, 1994, 2005, and 2009.

Attachment A Environmental Data Resources Report

Note: Record Search Report covers an area larger than the current project; only pages relevant to the Lawrence to Bryn Mawr Modernization Project have been included.

CTA RPM EIS

Cook, IL

Inquiry Number: 3254775.1s

February 13, 2012

EDR DataMap™ Environmental Atlas™

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Please contact EDR at 1-800-352-0050
with any questions or comments.

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FOCUS MAP SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<u>FEDERAL RECORDS</u>	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	0
CERC-NFRAP	1
LIENS 2	0
CORRACTS	0
RCRA-TSDF	0
RCRA-LQG	1
RCRA-SQG	112
RCRA-CESQG	53
RCRA-NonGen	34
US ENG CONTROLS	0
US INST CONTROL	0
ERNS	12
HMIRS	2
DOT OPS	1
US CDL	0
US BROWNFIELDS	0
DOD	0
FUDS	0
LUCIS	0
CONSENT	0
ROD	0
UMTRA	0
ODI	0
DEBRIS REGION 9	0
MINES	0
TRIS	1
TSCA	0
FTTS	18
HIST FTTS	18
SSTS	3
ICIS	9
PADS	2
MLTS	9
RADINFO	0
FINDS	509
RAATS	0
SCRD DRYCLEANERS	0
FEMA UST	0
FEDERAL FACILITY	0
PCB TRANSFORMER	0
COAL ASH EPA	0
US HIST CDL	0
COAL ASH DOE	0
<u>STATE AND LOCAL RECORDS</u>	
IL SSU	0

FOCUS MAP SUMMARY

<u>Database</u>	<u>Total Plotted</u>
IL SWF/LF	0
IL UIC	3
IL NPDES	1
IL NIPC	2
IL LF SPECIAL WASTE	0
IL LUST	109
IL LUST TRUST	3
IL UST	285
IL HWAR	351
NY MANIFEST	1
WI MANIFEST	8
IL SPILLS	17
IN SPILLS	6
IL ENG CONTROLS	15
IL INST CONTROL	32
IL SRP	49
IL DRYCLEANERS	13
IL IMPDMENT	0
IL BROWNFIELDS	0
IL CDL	0
IL AIRS	63
IL TIER 2	13
IL PIMW	0
IL FINANCIAL ASSURANCE	0
IL CCDD	0
 <u>TRIBAL RECORDS</u>	
INDIAN RESERV	0
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
INDIAN VCP	0
 <u>EDR PROPRIETARY RECORDS</u>	
Manufactured Gas Plants	2

NOTES:

Sites may be listed in more than one database

EXECUTIVE SUMMARY

TARGET PROPERTY INFORMATION

ADDRESS

COOK, IL
CHICAGO, IL 60626

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
LIENS 2	CERCLA Lien Information
CORRACTS	Corrective Action Report
RCRA-TSDF	RCRA - Treatment, Storage and Disposal
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
US CDL	Clandestine Drug Labs
US BROWNFIELDS	A Listing of Brownfields Sites
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
LUCIS	Land Use Control Information System
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
MINES	Mines Master Index File
TSCA	Toxic Substances Control Act
RADINFO	Radiation Information Database
RAATS	RCRA Administrative Action Tracking System
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
FEMA UST	Underground Storage Tank Listing
FEDERAL FACILITY	Federal Facility Site Information listing
PCB TRANSFORMER	PCB Transformer Registration Database
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
US HIST CDL	National Clandestine Laboratory Register
COAL ASH DOE	Steam-Electric Plan Operation Data

STATE AND LOCAL RECORDS

IL SSU

State Sites Unit Listing

EXECUTIVE SUMMARY

IL SWF/LF.....	Available Disposal for Solid Waste in Illinois - Solid Waste Landfills Subject to State Surcharge
IL LF SPECIAL WASTE.....	Special Waste Site List
IL IMPDMENT.....	Surface Impoundment Inventory
IL BROWNFIELDS.....	Municipal Brownfields Redevelopment Grant Program Project Descriptions
IL CDL.....	Meth Drug Lab Site Listing
IL PIMW.....	Potentially Infectious Medical Waste
IL FINANCIAL ASSURANCE.....	Financial Assurance Information Listing
IL CCDD.....	Clean Construction or Demolition Debris

TRIBAL RECORDS

INDIAN RESERV.....	Indian Reservations
INDIAN ODI.....	Report on the Status of Open Dumps on Indian Lands
INDIAN LUST.....	Leaking Underground Storage Tanks on Indian Land
INDIAN UST.....	Underground Storage Tanks on Indian Land
INDIAN VCP.....	Voluntary Cleanup Priority Listing

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

The Map ID column refers to the Map ID-Focus Map(s) of the listed site.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

CERC-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 02/25/2011 has revealed that there is 1 CERC-NFRAP site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
HEIMRICH MARTIN (SIA)	1554 JUNEWAY TERRACE	106-6

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 06/15/2011 has revealed that there is 1

EXECUTIVE SUMMARY

RCRA-LQG site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
CRAFTSMAN PLATING & TINNING CO	1239 WEST SCHOOL STREET	350-13

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/15/2011 has revealed that there are 112 RCRA-SQG sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
DUXLER COMPLETE AUTO CARE	516 4TH ST	4-1
CHICAGO TRANSIT AUTHORITY	349 LINDEN AVE	4-1
EVANSTON HOSPITAL	2650 RIDGE AVE	6-2,4
EVANSTON HOSPITAL	1301 CENTRAL ST	7-3,4
COLLEGE CLEANERS	813 NOYES	18-4
SHELL SERVICE STATION	824 EMERSON	28-4
ENH RESEARCH INSTITUTE	1001 UNIVERSITY DR	32-4
TECHNIKROM INC	1801 MAPLE AVE	35-4
WILMETE REAL ESTATE	636 CHURCH ST	43-4
CITIBANK	801 DAVIS	46-4
BUCK JOHN CO THE	1603 ORRINGTON AVE	46-4
WASHINGTON NATIONAL INSURANCE	1630 CHICAGO AVE	48-4
WR PROPERTY MGT CO LLC	1560 OAK AVE	49-4
GROVE ELMWOOD SVC	900 GROVE ST	56-4
EVANSTON CLEANERS	1463 ELMWOOD	59-4
MWRD EVANSTON PUMP STATION	1455 ELMWOOD AVE	59-4
CHICAGO AVENUE PLACE	1224 CHICAGO AVE	66-4,6
KENS CLEANER	827 DEMPSTER	67-4,6
TOYOTA GARAGE	1212 THRU 1230 CHICAGO	71-6
EQUILON ENTERPRISES LLC	1201 CHICAGO AVENUE	72-6
JOE LEVYS TOYOTA	1111 CHICAGO AVE	74-6
O BRIEN PATRICK	1119 JUDSON	75-6
LES SIMS OLDS	1012 CHICAGO AVE	77-6
DUXLER TIRE CAR CARE	1015 CHICAGO AVE	77-6
DOC ABLES AUTO CLINIC	936 CHICAGO AVE	78-6
BUSY BEE CLEANERS	518 KEDZIE ST	85-6
SIMMS STEVEN	715 CHICAGO AVE	86-6
SOUTHPOINT PLAZA	635 CHICAGO AVE SITE A	89-6
SCHWARTZHOFF CLEANERS	600 OAKTON ST	98-6
WR PROPERTY MGT LLC	1548 W JUNEWAY TERRACE	106-6
CHICAGO TRANSIT AUTHORITY	7750 N HASKINS	107-6
GALE ACADEMY	1631 W JONQUIL	110-6
COMBINED DRY CLEANERS	2033 W HOWARD	116-6
DA DOR INC	1529 W HOWARD	121-6
STANDARD, NORMS	1419 W HOWARD	122-6
AMOCO 18726	7550 N SHERIDAN RD	124-6
LEVY VENTURE MANAGEMENT	7524 N WOLCOTT	125-6
RED E-CLEANERS	7500 N ASHLAND	126-6,7
SCHUMACHER ELECTRIC CORP	7474 N ROGERS AVE	130-6,7
WALGREENS # 1308	7410 N CLARK	136-7

EXECUTIVE SUMMARY

Site	Address	Map ID
FIELD	7019 N ASHLAND BLVD	152-7
COM ED	1404 W PRATT	162-7
SHERIDAN CLEANERS & TAILORS	6748 N SHERIDAN	164-7
AMOCO 5258	6601 N SHERIDAN AND ALB	167-7
LOYOLA UNIVERSITY	6525 N SHERIDAN RD	173-7
AMOCO 5298	6358 N SHERIDAN AND DEV	181-7,8
EU PROPERTIES	1141 THRU 47 GRANDVILLE	189-7
1 HOUR CLEANERS	1110 W GRANVILLE	192-7
LAKE SHORE CLEANERS	1035 W. GRANVILLE AVENU	193-7,8
WALGREENS #0807	6125 N BROADWAY	194-7,9
SWIFT GEORGE B ELEMENTARY	5900 W WINTHROP AVE	203-9
HUNTER PROPERTIES	5943 N BROADWAY	204-9
PRINCE AUTO RPR	5921 N BROADWAY	204-9
COM ED	SHERIDAN & THORNDALE	205-9,10
DOVE EAST CLEANERS	1132 W THORNDALE AVE	206-9
BEACH PT TOWER CONDO ASSN	5801 N SHERIDAN	211-9,10
UPTOWN AUTO SVC	5745 N BROADWAY	213-9
CITY AUTO RPR	5668 BROADWAY	215-9
EQUILON DBA SHELL	5701 N BROADWAY	215-9
BODYSHOP, THE	5656 N BROADWAY	215-9
BROADWAY HOLLYWOOD AMOCO 15590	5657 N BROADWAY	215-9
AMOCO 5907	5556 N SHERIDAN AND BRY	219-9,10
WALGREENS #4542	5625 RIDGE	220-9
WR PROPERTY MGT	5633 N KENMORE AVE	221-9,10
WR PROPERTY MGT CO LLC	5625 N WINTHROP AVE	222-9
GOLD CLEANERS	1108 W BRYN MAWR	222-9
METRO TOYOTA	5625 N BROADWAY	223-9
HABITAT FOR HUMANITY	5530 N WINTHROP	229-9
NORTH SHORE ELITE AUTO SVC INC	1123 CATALPA AVE	232-9
ZENGELER AW UNIFORM RENTAL	5427 N BROADWAY AVE	233-9
PARAMOUNT CLEANERS	1123 BERWYN	239-9
PARAMOUNT CLEANERS	5243 N BROADWAY	241-9
FANNING CADILLAC	5201 N BROADWAY	241-9
AMOCO 5914	5156 N BROADWAY AND FOS	241-9
KENMORE PLAZA	5225 N KENMORE	242-9,10
GRAN ADELL MFG CO	1111 W WINONA	249-9
KIMS CLEANERS	5010 N BROADWAY	253-9
CLEANERS DEPOT	4855 N BROADWAY	262-9
SUN CHEVROLET	4849 N BROADWAY	262-9
GOODYEAR AUTO SVC CENTER	4809 N BROADWAY	265-9
INTL CLEANERS	1023 W LAWRENCE	267-9,10,11,12
BUDDIST TEMPLE OF CHICAGO	1151 W LELAND	274-11
CITY COLLEGES OF CHICAGO	1145 W WILSON AVE	282-11
STEWART ELEMENTARY SCHOOL	4525 N KENMORE AVE	285-11,12
TRUMAN TECH	1200 W SUNNYSIDE	287-11
STOCKTON CPC	4425 N MAGNOLIA	289-11
AZUSA BUILDING	1024-1026 W MONTROSE AV	290-11,12
COM ED	BROADWAY & MONTROSE	290-11,12
ROSE LAMB FUNERAL HOME	4152 N SHERIDAN RD	297-12
PRINCESS CLEANERS	4136 N. BROADWAY ST.	298-12
EUROPEAN & US AUTO SVC	4080 N BROADWAY	298-12
MODERN WAY CLEANERS	4014 W BROADWAY	299-12
SHELL SVC STATION	953 W IRVING PARK	301-12
WAREHOUSE BLDG	933 937 W IRVING PARK	302-12
CITY OF CHICAGO (ABANDONMENT)	841 W IRVING PARK RD	303-12
AMOCO, IRVING & BROADWAY	841 W IRVING PARK	303-12

EXECUTIVE SUMMARY

Site	Address	Map ID
AMOCO 15982	3901 N BROADWAY AND SHE	313-12
SUN CLEANERS	3839 N BROADWAY	316-12
3836 N CLARK LLC	3836-3846 N CLARK ST	317-11
A AND J AUTO SVC	1207 W GRACE	321-11
INTERSTATE TRANSMISSION	3657 N HALSTED	324-12
LEMOYNE JOHN V SCHOOL	851 W WAVELAND AVE	326-12
SHELL SVC STATION	801 W ADDISON	329-12
DUBIN RESIDENTIAL CORP	3516 N SHEFFIELD	333-11,12
G&S AUTOMOTIVE	3478 N CLARK ST	337-11,12
YELLOW CAB CO	3228 N HALSTED	354-14
SUN LIGHT CLEANERS	3113 N HALSTED	359-14
WALGREENS NO 3949	3046 N HALSED ST	359-14
ILLINOIS MASONIC DOCTORS BLDG	3000 N HALSTED ST	363-14
ADVOCATE IL MASONIC MED CTR	836 W WELLINGTON	365-14
AGASSIZ SCHOOL	2851 N SEMINARY	373-13,14
CHICAGO HONDA AUTHORITY	2825 NO SHEFFIELD AVE	374-14

RCRA-CESQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-CESQG list, as provided by EDR, and dated 06/15/2011 has revealed that there are 53 RCRA-CESQG sites within the searched area.

Site	Address	Map ID
DANIELS AUTO SVC	517 4TH ST	4-1
MODERNE CLEANERS INC	403 LINDEN AVENUE	4-1
SOLID WASTE AGENCY N COOK COUN	2100 RIDGE AVE	21-4
NORTHWESTERN UNIVERSITY	2020 RIDGE AVE	22-4
MAPPIX	1800 SHERMAN AVE STE 20	33-4
NUTRASWEET CO	1801 MAPLE AVE-B	35-4
OMNI ORRINGTON HOTEL	1710 ORRINGTON AVE	41-4
DAVIS STREE T LAND CO LLC	630 DAVIS ST	46-4
EVANSTON POLICE DEPT	1454 ELMWOOD AVE	59-4
ALLTECH AUTO INC	1324 SHERMAN AVE	67-4,6
ERDCO ENGINEERING CORP	721 CUSTER AVE	87-6
ROGERS PK WAREHOUSE	7615 N PAULINA	115-6
DALES AND JACKS MARATHON	555 HOWARD ST	118-6
AMBER AUTOMOTIVE	7525 N WOLCOTT	125-6
RUNGES TIRE LTD	7451 N CLARK	132-6,7
JORDAN COMMUNITY	7414 N WOLCOTT	135-6,7
FLITE INC	1524 W JARVIS	137-7
BUSTER JOHNS	7364 N CLARK	139-7
MAYFAIR APTS	7347 N SHERIDAN RD	140-7
DEMCO	1225 W MORSE	155-7
SULLIVAN HIGH SCHOOL ROGER S	6631 N BOSWORTH AVE	169-7
KILMER JOYCE SCHOOL	6700 N GREENVIEW	174-7
SACRED HEART SCHS	6250 N SHERIDAN RD	188-7,8
BERGER PARK CULTURAL CTR	6205 N SHERIDAN RD	191-7,8
VENCOR HOSPITAL LAKE SHORE	6130 N SHERIDAN RD	197-7,8,9,10

EXECUTIVE SUMMARY

Site	Address	Map ID
OSTERMAN BEACH LIGHTHOUSE	5800 N SHERIDAN RD	211-9,10
CHICAGO TRANSIT AUTHORITY	1121 W BERWYN	239-9
GOUDY WILLIAM C SCHOOL	5120 N WINTHROP	246-9
MARTI JOSE BILINGUAL EDUC CNTR	5126 N KENMORE AVE	247-9,10
KENMORE APARTMENTS	5040 N KENMORE AVE	252-9,10
UPTOWN SERVICE STATION	4900 N BROADWAY	260-9
JOHN T MCCUTCHEON SCHOOL	4865 N SHERIDAN RD	261-9,10
GB PROPERTY MGT	4760 N RACINE	270-9,11
TARGET 2373	4466 N BROADWAY ST	288-11,12
JEWEL OSCO 3455	4355 N SHERIDAN	290-12
THOREK HOSPITAL	850 W IRVING PARK RD	303-12
JN CLEANERS	3930 N BROADWAY	309-12
GREELEY HORACE SCHOOL	832 W SHERIDAN RD	314-12
CHICAGO PARK DIST N HALSTED ST	3640 N HALSTED	329-12
EUROPEAN AND U S CAR SVC	3500 N HALSTED	329-12
CHICAGO CUBS	1060 W ADDISON	330-11,12
LUIS AUTO REPAIR	1031 W ADDISON	330-11,12
GERBER AUTO REBUILDERS INC	3425 N HALSTED	339-12,14
BUDS AUTO REPAIR & BODY SHOP	1117 W ROSCOE	343-11,13
HAWTHORNE SCHOLASTIC ACADEMY	3319 N CLIFTON AVE	351-13
CTA	945-949 W BELMONT	357-14
WALGREENS #6270	1001 W BELMONT	358-14
OSCO DRUG #638	3101 N CLARK	359-14
INTER AMERICAN MAGNET	919 W BARRY AVE	360-14
SOUTHPORT AND DIVERSY SVC INC	3030 N CLARK	362-14
ILLINOIS MASONICS MEDICAL CTR	811 W WELLINGTON	364-14
CTA	945 W WELLINGTON AVE	366-14
ZENEX CORP CHEMICAL PROD DIV	2940 N HALSTED ST	368-14

RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA-NonGen list, as provided by EDR, and dated 06/15/2011 has revealed that there are 34 RCRA-NonGen sites within the searched area.

Site	Address	Map ID
COS III	2500 RIDGE AVE	13-4
CARD-O-LINK	1948 RIDGE AVE.	24-3,4
EVANSTON ENTERPRISE BLDG	1839 THRU 49 RAILROAD A	29-3,4
USPS EVANSTON	1101 DAVIS ST	45-4
RENTAL FACILITY	1633 CHICAGO AVE	48-4
LASSEN, MATTHEW & ADELA	1575 OAK	49-4
ONE ROTARY CENTER CUSHMAN 8	1560 SHERMAN AVE SUITE	52-4
DART CUSTOM CLEANERS	1565 SHERMAN	52-4
EVANSTON ONE HOUR CLEANERS	635 CHICAGO AVE	89-6
APPETIZERS & INC	537 CUSTER	95-6
APARTMENT BUILDING	7635 THRU 7645 ROGERS A	112-6
LERNER NEWSPAPERS INC	7519 N ASHLAND AVE	126-6
COMED	7220 N GREENVIEW	144-7
CHICAGO DISCOUNT CLEANERS	6116 N BROADWAY	194-7,9

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
VALUE SERVICES INC	6040 N BROADWAY	198-9
5816 N SHERIDAN RD BLDG	5816 N SHERIDAN RD	211-9,10
COM ED ARDMORE STA	1128 ARDMORE AVE	212-9
MERIT MARK	5710 BROADWAY	215-9
WILMETTE REAL ESTATE MGT CO	5630 N SHERIDAN STE 129	219-9,10
BEAR ELECTRONICS INTL INC	5449 TO 53 N BROADWAY	233-9
PULSAR INC	5451 N BROADWAY	233-9
SHERIDAN PLAZA SHERIDAN	5026 N SHERIDAN	251-9,10
MAACO	5041 N BROADWAY	253-9
ASIAN TRADING CORP DBA MAACO	5041 N BROADWAY	253-9
SUN OLDSMOBILE	4925 BROADWAY	253-9
BANK OF CHICAGO	1050 W WILSON AVE	280-11,12
WILSON YARDS DEVELOPMENT 1 LLC	1036 W MONTROSE	290-11,12
SOS CLEANERS INC	3959 BROADWAY	306-12
FABRICARE CHICAGO	920 W SHERIDAN RD	315-12
SBC Q11320	3532 N SHEFFIELD	333-12
BRIGHTON DEVELOPMENT LLC	3405-3409 N RACINE AVE	340-11,13
RIDDELL INC	1151 W ROSCOE	342-11,13
NO SURRENDER	1056 W BELMONT AVE	356-13,14
NIEDERMAIER DISPLAY INC	2835 N SHEFFIELD AVE	374-14

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 10/03/2011 has revealed that there are 12 ERNS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
824 EMERSON	824 EMERSON	27-4
1630 CHICAGO AVE	1630 CHICAGO AVE	48-4
1832 WEST JUNEWAY TERRACE	1832 WEST JUNEWAY TERRA	105-6
1537 W HOWARD ST	1537 W HOWARD ST	121-6
ARGYLE STATION ON RED LINE	ARGYLE STATION ON RED L	256-9
1124 W LAWRENCE AVE	1124 W LAWRENCE AVE	266-9,11
4740 N. KENMORE AVE.	4740 N. KENMORE AVE.	272-9,10,11,12
1021 WEST WILSON	1021 WEST WILSON	281-11,12
922 W BUENA AVENUE BEHIND GARA	922 W BUENA AVENUE BEHI	294-12
3858 N. BROADWAY	3858 N. BROADWAY	313-12
NORTH HALSTEAD	NORTH HALSTEAD	341-12,14
3310 N. RACINE, VICTORIA PLACE	3310 N. RACINE, VICTORI	348-13

HMIRS: The Hazardous Materials Incident Report System contains hazardous material spill incidents reported to the Department of Transportation. The source of this database is the U.S. EPA.

A review of the HMIRS list, as provided by EDR, and dated 10/04/2011 has revealed that there are 2 HMIRS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
Not reported	2525 SHERMAN	12-4
Not reported	1301 W ARDMORE AVE	209-9

EXECUTIVE SUMMARY

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

A review of the DOT OPS list, as provided by EDR, and dated 07/29/2011 has revealed that there is 1 DOT OPS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
Not reported	6214 N MAGNOLIA AVENUE	190-7

TRIS: The Toxic Chemical Release Inventory System identifies facilities that release toxic chemicals to the air, water, and land in reportable quantities under SARA Title III, Section 313. The source of this database is the U.S. EPA.

A review of the TRIS list, as provided by EDR, and dated 12/31/2009 has revealed that there is 1 TRIS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
CRAFTSMAN PLATING & TINNING CO	1239 WEST SCHOOL STREET	350-13

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, and dated 04/09/2009 has revealed that there are 18 FTTS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
NORTHWESTERN UNIV	2020 RIDGE AVE	22-4
PACKAGING CORP OF AMERICA	1603 ORRINGTON ST.	46-4
SPAULDING COMPOSITES/MHM CORP	1560 SHERMAN AVE	52-4
COMM ED CONSENT DECREE SITE 22	1220 HINMAN ST	73-6
PERMA PROOF CORP	1927 W. HOWARD	119-6
LOYOLA UNIVERSITY, LAKE SHORE	6525 N. SHERIDAN RD.	173-7
CHICAGO TRANSIT AUTHORITY	5847 N BROADWAY	208-9
THAI GROCERY INC	5014 N BROADWAY	253-9
HUE THANH GROCERY STORE	1054 W ARGYLE	255-9,10
MIEN HOA	1108-10 W ARGYLE	256-9
MIEN-HOA	1108-10 W. ARGYLE	256-9
VINH THO	1112 ARGYLE ST	256-9
VINH THO	1112 W. ARGYLE ST	256-9
SEAM HOUT TANG	1107 W ARGYLE ST	256-9
TAN THANH GIFT CO	1135 W. ARGYLE ST	256-9
TN THANH GIFT COMPANY	1135 W ARGYLE ST	256-9
MCCUTCHEON ELEM SCH	4865 N SHERIDAN RD	261-9,10
CLEAR FLOW PRODUCTS	3535 N CLARK ST	332-11,12

EXECUTIVE SUMMARY

HIST FTTS: A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

A review of the HIST FTTS list, as provided by EDR, and dated 10/19/2006 has revealed that there are 18 HIST FTTS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
NORTHWESTERN UNIV	2020 RIDGE AVE	22-4
PACKAGING CORP OF AMERICA	1603 ORRINGTON ST.	46-4
SPAULDING COMPOSITES/MHM CORP	1560 SHERMAN AVE	52-4
COMM ED CONSENT DECREE SITE 22	1220 HINMAN ST	73-6
PERMA PROOF CORP	1927 W. HOWARD	119-6
LOYOLA UNIVERSITY, LAKE SHORE	6525 N. SHERIDAN RD.	173-7
CHICAGO TRANSIT AUTHORITY	5847 N BROADWAY	208-9
THAI GROCERY INC	5014 N BROADWAY	253-9
HUE THANH GROCERY STORE	1054 W ARGYLE	255-9,10
MIEN HOA	1108-10 W ARGYLE	256-9
MIEN-HOA	1108-10 W. ARGYLE	256-9
VINH THO	1112 ARGYLE ST	256-9
VINH THO	1112 W. ARGYLE ST	256-9
SEAM HOUT TANG	1107 W ARGYLE ST	256-9
TAN THANH GIFT CO	1135 W. ARGYLE ST	256-9
TN THANH GIFT COMPANY	1135 W ARGYLE ST	256-9
MCCUTCHEON ELEM SCH	4865 N SHERIDAN RD	261-9,10
CLEAR FLOW PRODUCTS	3535 N CLARK ST	332-11,12

SSTS: Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

A review of the SSTS list, as provided by EDR, and dated 12/31/2009 has revealed that there are 3 SSTS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
ABC CHEMICAL COMPANY	4939 N. BROADWAY	253-9
KAFKO INTL LTD.	3555 N. CLARK ST	332-11,12
KAFKO INTERNATIONAL LTD.	3535 N. CLARK STREET	332-11,12

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 07/20/2011 has revealed that there are 9

EXECUTIVE SUMMARY

ICIS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
JEWEL FOOD STORES, INC. #3428	1128 CHICAGO AVENUE	74-6
WESLEY REALTY GROUP, INC	832 CUSTER AVENUE EV	82-6
DOMINICKS FINER FOODS	525 CHICAGO AVE EVAN	97-6
GENGHISKHAN XIONG	5680 NORTH RIDGE AVENUE	218-9
JEWEL FOOD STORES, INC. #3443	5343 NORTH BROADWAY	236-9
DOMINICKS FINER FOODS	5235 N SHERIDAN RD C	240-9,10
MIEN HOA MARKET	1108 WEST ARGYLE CHI	256-9
JEWEL FOOD STORES, INC. #3455	4355 NORTH SHERIDAN ROA	290-12
KAFKA INTERNATIONAL LTD	3535 N CLARK ST CHIC	332-11,12

PADS: The PCB Activity Database identifies generators, transporters, commercial storers and/or brokers and disposers of PCBs who are required to notify the United States Environmental Protection Agency of such activities. The source of this database is the U.S. EPA.

A review of the PADS list, as provided by EDR, and dated 11/01/2010 has revealed that there are 2 PADS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
HOWARD SIGNAL TOWER	1649 W HOWARD ST	115-6
CHICAGO TRANSIT AUTH BROADWAY	5847 N BROADWAY	208-9

MLTS: The Material Licensing Tracking System is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and are subject to NRC licensing requirements.

A review of the MLTS list, as provided by EDR, and dated 06/21/2011 has revealed that there are 9 MLTS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
EVANSTON HOSP CORP	2650 RIDGE AVE	6-2,4
EVANSTON HOSPITAL	2650 RIDGE AVE	6-2,4
FORRO SCIENTIFIC CO.	833 LINCOLN ST.	15-4
MCCLERNAN, DPM, GARY M.	1405 WEST MORSE AVE	157-7
LOYOLA UNIVERSITY OF CHICAGO	6526 SHERIDAN	173-7
THOREK HOSPITAL & MEDICAL CTR.	850 WEST IRVING PARK RO	303-12
THOREK HOSPITAL & MEDICAL CTR.	850 WEST IRVING PARK RO	303-12
ILLINOIS MASONIC MEDICAL CENTE	836 WEST WELLINGTON AVE	365-14
ILLINOIS MASONIC MEDICAL CTR.	836 WELLINGTON AVENUE	365-14

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal

EXECUTIVE SUMMARY

Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 08/02/2011 has revealed that there are 509 FINDS sites within the searched area.

Site	Address	Map ID
DEGIULIO KITCHEN & BATH INC	119 CENTRAL AVE	1-1,2
DANIELS AUTO SVC	517 4TH ST	4-1
DUXLER COMPLETE AUTO CARE	516 4TH ST	4-1
BAHAIL PUBLISHING TRUST	415 LINDEN AVE	4-1
MODERNE CLEANERS INC	403 LINDEN AVENUE	4-1
CHICAGO TRANSIT AUTHORITY	349 LINDEN AVE	4-1
CYRUS INC	350 LINDEN AVE	5-1
SHAWNEE SVC GARAGE INC	332 LINDEN AVE	5-1
EVANSTON HOSPITAL	2650 RIDGE AVE	6-2,4
EVANSTON HOSPITAL	1301 CENTRAL ST	7-3,4
EVANSTON NORTHWESTERN HTHCARE	1301 CENTRAL ST	7-3,4
EVANSTON, CITY OF	1105 CENTRAL ST	9-4
PETER JANS COMM GOLF COURSE	1040 CENTRAL ST	10-4
CHANDLER/NEWBERGER CNTR	1028 CENTRAL	10-4
NORTH SHORE MEDICAL CENTER LTD	1000 CENTRAL ST	10-4
NORTHWESTERN UNIVERSITY	2532 ASBURY	11-3,4
COS III	2500 RIDGE AVE	13-4
KENDALL COLLEGE	2408 ORRINGTON	14-4
KENDALL COLLEGE	730 LINCOLN	14-4
ORRINGTON ELEM	2360 ORRINGTON AVE	16-4
KENDALL COLLEGE	725 COLFAX	17-4
MANDARIN HOUSE	819 NOYES AVE	18-4
COLLEGE CLEANERS	813 NOYES	18-4
IDA NOYES ARTS CNTR	929 NOYES ST	19-4
NOYES CULTURAL ARTS CENTER	927 NOYES ST	19-4
SOLID WASTE AGENCY COOK CO	2100 RIDGE AVE	21-4
EVANSTON, CITY OF	2100 RIDGE AVE	21-4
CRADLE, THE	2049 RIDGE AVE	22-4
NORTHWESTERN UNIVERSITY	2020 RIDGE AVE	22-4
829 FOSTER	829 FOSTER	23-4
MATHER PAVILION @ WAGNER	820 FOSTER ST	23-4
CARD-O-LINK	1948 RIDGE AVE.	24-3,4
WARD MFG	1110 EMERSON ST	26-4
EVANSTON, CITY OF	1102 EMERSON AVE	26-4
LAKE CITY CLEANERS LLC	821 EMERSON ST	27-4
EQUIVA SERVICES LLC	824 EMERSON	27-4
SHELL SERVICE STATION	824 EMERSON	28-4
EVANSTON ENTERPRISE BLDG	1839 THRU 49 RAILROAD A	29-3,4
CHS 1839 RR ASSOC	1839-49 E RAILROAD AVE	29-4
NORTHWESTERN UNIVERSITY	906 UNIVERSITY PL	30-4
CAYOTE JOE RESTAURANT	817 UNIVERSITY PLACE	31-4
YESTERDAY RESTAURANT	1850 SHERMAN ROAD	31-4
EVANSTON, CITY OF	1033-1035 UNIVERSITY PL	32-4
ENH HEALTHCARE	1001 UNIVERSITY PL	32-4
ENH RESEARCH INSTITUTE	1001 UNIVERSITY DR	32-4
OPTIMA HORIZONS LP	800 ELGIN RD	33-4
MAPPIX	1800 SHERMAN AVE STE 20	33-4
NATIONAL SCHOOL TOWEL SERVICE	1815 RIDGE AVE	34-3,4
NORTHWESTERN UNIVERSITY	1801 MAPLE AVENUE	35-4
EICHROM INDUSTRIES, INC.	1801 MAPLE AVENUE	35-4

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Site	Address	Map ID
NUTRASWEET CO	1801 MAPLE AVE-B	35-4
TECHNIKROM INC	1801 MAPLE AVE	35-4
CHICAGO TRANSIT AUTHORITY	BENSON & CLARK ST	36-4
NORTHWESTERN GAS LIGHT & COKE	912 CLARK ST	36-4
CHURCH ST PLAZA LLC	1701 MAPLE AVE	38-4
1724 SHERMAN AVE	1724 SHERMAN AVE	39-4
1705 W SHERMAN AVE	1705 W SHERMAN AVE	39-4
CENTRUM PROPERTIES	1700 SHERMAN AVE	39-4
BARNES & NOBLE	1701 SHERMAN AVE	39-4
PARK CITY MHP	820 CHURCH ST - SUITE 2	39-4
HERTZ CORP	910 CHURCH ST	40-4
OMNI ORRINGTON HOTEL	1710 ORRINGTON AVE	41-4
Not reported	ORRINGTON & CHURCH	41-4
CHURCH ST CHI AVE PROJECT	1719 CHICAGO AVE	42-4
WOMENS CLUB OF EVANSTON	1702 CHICAGO AVE	42-4
WILMETE REAL ESTATE	636 CHURCH ST	43-4
EVANSTON, CITY OF	1616 SHERMAN AVE	44-4
USPS EVANSTON	1101 DAVIS ST	45-4
CITIBANK	801 DAVIS	46-4
SHERMAN PLAZA VENTURE LLC	820 DAVIS ST	46-4
BUCK JOHN CO THE	1603 ORRINGTON AVE	46-4
DAVIS STREE T LAND CO LLC	630 DAVIS ST	46-4
RADAIOS TRUST 105032-0-1	1033 DAVIS ST	47-4
RENTAL FACILITY	1633 CHICAGO AVE	48-4
WASHINGTON NATIONAL INSURANCE	1630 CHICAGO AVE	48-4
WR PROPERTY MGT CO LLC	1560 OAK AVE	49-4
WR PROPERTY MGMT CO LLC	1560 OAK AVE	49-4
LASSEN, MATTHEW & ADELA	1575 OAK	49-4
WINTHROP PROPERTIES	1567 MAPLE ST	50-4
EVANSTON HEALTH CENTER	500 DAVIS	51-4
QUINLAN & TYSON INC	1571 SHERMAN AVE	52-4
SPAULDING COMPOSITES/MHM CORP	1560 SHERMAN AVE	52-4
ONE ROTARY CTR CUSHMAN & WAKEF	1560 SHERMAN AVE STE 31	52-4
ONE ROTARY CENTER CUSHMAN 8	1560 SHERMAN AVE SUITE	52-4
DART CUSTOM CLEANERS	1565 SHERMAN	52-4
MCGAW YMCA	1000 GROVE STREET	55-4
GROVE ELMWOOD SVC	900 GROVE ST	56-4
ILLINOIS BELL D/B/A AT&T ILLIN	1520 CHICAGO AVE	57-4
PEGGIE ROBINSON DESIGNS	1514 SHERMAN AVE	58-4
BEST WESTERN	1501 SHERMAN AVE	58-4
EVANSTON CLEANERS	1463 ELMWOOD	59-4
MWRD EVANSTON PUMP STATION	1455 ELMWOOD AVE	59-4
EVANSTON POLICE DEPARTMENT	1454 ELMWOOD	59-4
HINMAN APARTMENTS	1500 HINMAN AVE.	60-4
ST PAULS LUTHERAN CHURCH	1004 GREENWOOD ST	63-4
1400 CHICAGO AVE	1400 CHICAGO AVE	64-4
GENERAL PRINTING	807 GREENWOOD AVE	65-4
SAVINGS OF AMERICA BANK 474	1336 CHICAGO AVE	66-4,6
CHICAGO AVENUE PLACE	1224 CHICAGO AVE	66-4,6
ALLTECH AUTO INC	1324 SHERMAN AVE	67-4,6
KENS CLEANER	827 DEMPSTER	67-4,6
KENS CLEANER	827 DEMPSTER	67-4,6
ROSE, IRA	516 DEMPSTER ST	69-4,6
CHIARAVALLE MONTESSORI SCHOOL	425 DEMPSTER ST	70-4,6
EVANSTON, CITY OF	425 DEMPSTER ST	70-4,6
TOYOTA GARAGE	1212 THRU 1230 CHICAGO	71-6

EXECUTIVE SUMMARY

Site	Address	Map ID
EQUILON ENTERPRISES LLC	1201 CHICAGO AVENUE	72-6
COMM ED CONSENT DECREE SITE 22	1220 HINMAN ST	73-6
JEWEL OSCO 3428	1128 CHICAGO AVE	74-6
JEWEL FOOD STORES, INC. #3428	1128 CHICAGO AVENUE	74-6
JOE LEVYS TOYOTA	1111 CHICAGO AVE	74-6
O BRIEN PATRICK	1119 JUDSON	75-6
NICHOLS MIDDLE SCHOOL	800 GREENLEAF ST	76-6
LES SIMS OLDS	1012 CHICAGO AVE	77-6
STANLEY BUICK	1033 CHICAGO AVE	77-6
DUXLER TIRE CAR CARE	1015 CHICAGO AVE	77-6
DOC ABLES AUTO CLINIC	936 CHICAGO AVE	78-6
LINCOLN ELEM SCHOOL	910 FOREST AVE	79-6
GREAT BANK NA	603 MAIN ST	80-6
PARK SCHOOL	828 MAIN ST	81-6
PARK ELEM	826 MAIN ST	81-6
WESLEY REALTY GROUP, INC	832 CUSTER AVENUE	82-6
GREEN ASSOCIATES, INC.	832 CUSTER AVE	82-6
GREEN, RAYMOND J. & ASSOCIATES	828 CUSTER AVE	82-6
BROWN, SANDRA	725 WASHINGTON	82-6
AMERICAN NATL BANK TRST 46141	855 HINMAN AVE TRST 461	83-6
BEVCO MFG CO	831 CHICAGO AVE	84-6
STUDIO STITCHERS	825 CHICAGO AVE	84-6
CONNOLLY, ROBERT B	816 HINMAN AVE	85-6
BUSY BEE CLEANERS	518 KEDZIE ST	85-6
SIMMS STEVEN	715 CHICAGO AVE	86-6
STEVEN SIMMS SUBARU	715 CHICAGO AVE	86-6
ERDCO ENGINEERING CORP	721 CUSTER AVE	87-6
WAGNER, FRED TRUST 33-3204	729 JUDSON	88-6
SOUTHPOINT PLAZA	635 CHICAGO AVE	89-6
EVANSTON ONE HOUR CLEANERS	635 CHICAGO AVE # 2	89-6
AMERICAN SCIENCE CENTER INC	601 LINDEN PLACE	91-6
KENARD CONSTRUCTION	601 LINDEN PL	91-6
APARTMENT BUILDING	605 HINMAN AVE	92-6
EVANSTON, CITY OF	607-621 CUSTER AVE	94-6
APPETIZERS & INC	537 CUSTER	95-6
REVA PLACE CHURCH	535 CUSTER AVE	95-6
DOMINICKS FINER FOODS	525 CHICAGO AVE	97-6
SCHWARTZHOFF CLEANERS	600 OAKTON ST	98-6
CUSTER CORP	417-425 CUSTER	99-6
KASECO MANAGEMENT	335 CUSTER	101-6
318 SHERMAN	318 SHERMAN	102-6
CALVARY CEMETERY	301 CHICAGO AVE	103-6
300 SHERMAN	300 SHERMAN	104-6
WR PROPERTY MANAGEMENT LLC	1548 W JUNEWAY TERRACE	106-6
WR PROPERTY MGT LLC	1548 W JUNEWAY TERRACE	106-6
CHICAGO TRANSIT AUTHORITY	7750 N HASKINS	107-6
GALE ELEM COMMUNITY ACADEMY	1631 WEST JONQUIL TER	110-6
STEPHEN F GALE COMM ACADEMY	1631 W JONQUIL	110-6
GALE ACADEMY	1631 W JONQUIL	110-6
APARTMENT BUILDING	7635 THRU 7645 ROGERS A	112-6
APARTMENT BUILDING	7635-7645 ROGERS AVE	114-6
ROGERS PK WAREHOUSE	7615 N PAULINA	115-6
ROGERS WAREHOUSE	7615 PAULINA	115-6
CHICAGO TRANSIT AUTHORITY	1649 W HOWARD ST	115-6
PEOPLES HOUSING	1619 W HOWARD AVE	115-6
COMBINED DRY CLEANERS	2033 W HOWARD	116-6

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Site	Address	Map ID
DALES AND JACKS MARATHON	555 HOWARD ST	118-6
HOWARD BOWL INC	1777 W. HOWARD	120-6
AMERICAN CRUSHING CO	1755-71 W. HOWARD ST.	120-6
HOWARD TIRE SHOP	1533-37 W HOWARD	121-6
DA DOR INC	1529 W HOWARD	121-6
STANDARD, NORMS	1419 W HOWARD	122-6
PROTOPAK ENGINEERING CORP	131 HOWARD ST	123-6
AMOCO 18726	7550 N SHERIDAN RD	124-6
AMOCO OIL CO	7500 SHERIDAN RD	124-6
LEVY VENTURE MANAGEMENT	7524 N WOLCOTT	125-6
AMBER AUTOMOTIVE	7525 N WOLCOTT	125-6
LERNER NEWSPAPERS INC	7519 N ASHLAND AVE	126-6
RED E-CLEANERS	7500 N ASHLAND	126-6,7
BIRCHWOOD LLC	7521 N DAMEN	127-6
WHOLESALE OIL CO	7500 N CLARK	129-6,7
SCHUMACHER ELECTRIC CORP	7474 N ROGERS AVE	130-6,7
ST FRANCIS HOSPITAL	7464 N CLARK ST	132-6,7
RUNGES TIRE LTD	7451 N CLARK	132-6,7
JORDAN COMMUNITY	7414 N WOLCOTT	135-6,7
JORDAN ELEM COMMUNITY SCHOOL	7414 NORTH WOLCOTT AVE	135-6,7
WALGREENS # 1308	7410 N CLARK	136-7
FLITE INC	1524 W JARVIS	137-7
ELITE INC	1524 W JARVIS	137-7
BUSTER JOHNS	7364 N CLARK	139-7
MAYFAIR APARTMENTS	7347 N SHERIDAN RD	140-7
MAYFAIR APTS	7347 N SHERIDAN RD	140-7
CJE LEVY HOUSE REMODELING	1221 W SHERWIN AVE	141-7
MEAD REALTY INC - APARTMENT BU	1205 W SHERWIN AVE	141-7
HOME	7314-7330 N SHERIDAN	143-7
COMED-MANHOLE 43011	7220 N GREENVIEW	144-7
LAKHANI & SONS INC	7138 N SHERIDAN RD	148-7
CHICAGO (STREET WK),CITY OF	7138 N SHERIDAN RD-B	148-7
CHICAGO PARK DIST	1320 W GREENLEAF	151-7
15W615 LEXINGTON	7019 N ASHLAND AVE	152-7
FIELD	7019 N ASHLAND BLVD	152-7
DEMCO	1225 W MORSE	155-7
JAMES YOUNG CORP	1317 W MORSE AVE	156-7
CHARLES VARIETY & TRUE VALUE	1512-1518 W MORSE AVE	158-7
COLE TAYLOR BANK	6928 N WAYNE ST	159-7
KRYSTOF, BRIDGET	6832 N WAYNE	161-7
WAYNE APARTMENTS	6812 N WAYNE	161-7
COM ED	1404 W PRATT	162-7
SHERIDAN CLEANERS & TAILORS	6748 N SHERIDAN	164-7
AMERICAN NATIONAL BANK & TRUST	6708 N LAKEWOOD	165-7
AMOCO 5258	6601 N SHERIDAN AND ALB	167-7
SHERIDAN & ALBION AUTO CLINIC	6601 N SHERIDAN	167-7
COMED	1210 ALBION AVE	167-7
CHICAGO, CITY OF	6632 N GLENWOOD	168-7
SULLIVAN HIGH SCHOOL ROGER S	6631 N BOSWORTH AVE	169-7
LOYOLA UN GUIDANCE CTR DAY SCH	1043 W LOYOLA AVE	171-7
WALDORF SCHOOL OF CHICAGO	1300 WEST LOYOLA AVENUE	172-7
ST IGNATIUS SCHOOL	1300 W LOYOLA	172-7
LOYOLA UNIVERSITY	6525 N SHERIDAN RD	173-7
LOYOLA UNIV - ALUMNI HALL	6511 N SHERIDAN RD	173-7
SACRED HEART SCHOOL	6520 N SHERIDAN	173-7
KILMER JOYCE SCHOOL	6700 N GREENVIEW	174-7

EXECUTIVE SUMMARY

Site	Address	Map ID
LOYOLA UNIV	6458 N WINTHROP AVE	175-7
DAMEN HALL	6430 N KENMORE	176-7
LOYOLA UNIVERSITY	1018 -22 W SHERIDAN RD	178-7,8
LOYOLA UNIVERSITY	1034 SHERIDAN RD	178-7
ABBOTT LABORATORIES	1152 SHERIDAN RD	179-7
SHERIDAN DEVON APARTMENTS (LAT	6400 N SHERIDAN RD	180-7
SISTERS OF CHARITY BLESSED VIR	6364 N SHERIDAN RD	181-7,8
AMOCO 5298	6358 N SHERIDAN AND DEV	181-7,8
ST JAMES PLACE APARTMENTS	6321 N WINTHROP	183-7
LOYOLA UNIVERSITY	6317 N BROADWAY	184-7
SACRED HEART SCHS	6250 N SHERIDAN RD	188-7,8
EU PROPERTIES	1141 THRU 47 GRANDVILLE	189-7
6241 N BROADWAY	6241 N BROADWAY	189-7
NORTH SHORE AUTO REBUILDERS IN	6240 N BROADWAY AVE	189-7
DERB TOOL	6212-6215 N BROADWAY	189-7
BERGER PARK CULTURAL CTR	6205 N SHERIDAN RD	191-7,8
6200 N SHERIDAN	6200 N SHERIDAN	191-7,8
CHICAGO DEPT OF ENV	6151 N SHERIDAN RD	191-7,8
SCHORVITZ, MAX	6145 N SHERIDAN RD	191-7,8
ONE HOUR CLEANERS	1110-1112 W GRANVILLE A	192-7
E-U PROPERTIES	1141-1147 GRANVILLE	192-7
LAKE SHORE CLEANERS	1035 W. GRANVILLE AVENU	193-7,8
WALGREENS #0807	6125 N BROADWAY	194-7,9
CHICAGO DISCOUNT CLEANERS	6116 N BROADWAY	194-7,9
VENCOR HOSPITAL LAKE SHORE	6130 N SHERIDAN RD	197-7,8,9,10
CHICAGO TIRE	6044 N BROADWAY	198-7,9
AMERICAN & EUROPEAN AUTO REPAI	6040 N BROADWAY	198-9
VALUE SERVICES INC	6040 N BROADWAY	198-9
EMANUEL CONGREGATION	5959 N SHERIDAN	199-9,10
SHERIDAN TOWERS PARTNERSHIP	6030 N SHERIDAN RD	199-9,10
PARAGON PRINTING	6014 N BROADWAY	200-9
DOMINICKS FINER FOODS 12	6009 N BROADWAY	200-9
BECOVIC, MUHAMED	6012 N KENMORE AVE	201-9,10
1328 -30 W ELMDALE	1328 -30 W ELMDALE	202-9
THORNDAL/WINTHROP BLD PTNRSH	5934 N WINTHROP	203-9
SWIFT GEORGE B ELEMENTARY	5900 W WINTHROP AVE	203-9
HUNTER PROPERTIES	5943 N BROADWAY	204-9
PRINCE AUTO RPR	5921 N BROADWAY	204-9
PRINCE AUTO REPAIR	5921 N BROADWAY	204-9
MILITARY & NAVAL DEPT CHIC BRO	5917 N BROADWAY AVE	204-9
COMED	SHERIDAN & THORNDAL	205-9,10
DOVE EAST CLEANERS	1132 W THORNDAL AVE	206-9
VERONA APARTMENTS	5860 N KENMORE AVE	207-9,10
CARL SANDIN TRUST BLDG	5857 N KENMORE AVE	207-9,10
CHICAGO TRANSIT AUTHORITY	5847 N BROADWAY	208-9
5827 -29 N MAGNOLIA	5827 -29 N MAGNOLIA	210-9
5816 SHERIDAN RD PARTNERSHIP,	5816 N SHERIDAN RD	211-9,10
5816 N SHERIDAN RD BLDG	5816 N SHERIDAN RD	211-9,10
OSTERMAN BEACH LIGHTHOUSE	5800 N SHERIDAN RD	211-9,10
BEACH POINT TOWER CONDOMINIUM	5801 N SHERIDAN	211-9,10
BEACH PT TOWER CONDO ASSN	5801 N SHERIDAN	211-9,10
5757 NORTH CONDO ASSN	5757 N SHERIDAN RD	211-9,10
COM ED ARDMORE STA	1128 ARDMORE AVE	212-9
UPTOWN AUTO SVC	5745 N BROADWAY	213-9
MERIT MARK	5710 BROADWAY	215-9
EDGEWATER UPTOWN BLDG CORP	5710 BROADWAY	215-9

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Site	Address	Map ID
CITY AUTO RPR	5668 BROADWAY	215-9
CITY AUTO REPAIR	5668 BROADWAY	215-9
SHELL OIL CO	5701 N BROADWAY	215-9
BODYSHOP, THE	5656 N BROADWAY	215-9
AMOCO OIL CO	5657 N BROADWAY AVE	215-9
HOLLYWOOD TOWERS CONDOMINIUM A	5701 N SHERIDAN	216-9,10
HOLLYWOOD HOUSE	5700 NO. SHERIDAN ROAD	216-9,10
POMEROY SENIOR HOUSING	1039 W HOLLYWOOD	217-9,10
GENGHISKHAN XIONG	5680 NORTH RIDGE AVENUE	218-9
WILMETTE REAL ESTATE MGT CO	5630 N SHERIDAN STE 129	219-9,10
WILMETTE REAL ESTATE & MGMT CO	5630 N SHERIDAN STE 129	219-9,10
LAKE SHORE TOWERS	5600 NO. SHERIDAN	219-9,10
AMOCO 5907	5556 N SHERIDAN AND BRY	219-9,10
WALGREENS #4542	5625 RIDGE	220-9
CENTRUM EQUITIES INC	5631 N RIDGE AVE	220-9
WR PROPERTY MGT	5633 N KENMORE AVE	221-9,10
WR PROPERTY MGMT CO LLC	5633 N KENMORE AVE	221-9,10
WR PROPERTY MGT	5625 N WINTHROP AVE	222-9
GOLD CLEANERS	1108 W BRYN MAWR	222-9
METRO TOYOTA	5625 N BROADWAY	223-9
SIVANANDA YOGA CENTER	1246 WEST BRYN MAWR AVE	225-9
EDGEWATER BEACH APARTMENTS	5555 N SHERIDAN	226-9,10
BRYN MAWR CARE FACILITY	5547 N KENMORE AVE	227-9,10
HABITAT FOR HUMANITY	5530 N WINTHROP	229-9
ST ITA SCHOOL	5525 N MAGNOLIA AVE	230-9
BRUNDAGE OPERATING ACCOUNT	1122 W CATALPA	232-9
NORTH SHORE ELITE AUTO SVC INC	1123 CATALPA AVE	232-9
BEAR ELECTRONICS INTL INC	5449 TO 53 N BROADWAY	233-9
PULSAR INC	5451 N BROADWAY	233-9
BEAR ELECTRONICS INTL INC	5449-5453 N BROADWAY	233-9
WARREN SPECIALTY MOLDING CO	5416 N BROADWAY	233-9
AW ZENGELER UNIFORM RENTAL	5427 BROADWAY	233-9
FALCON AUTOBODY	5420 N BROADWAY	233-9
BROMANN PARK EXPANSION	5406 N BROADWAY	233-9
EDGEWATER PLAZA CONDO ASSOC	5445 N SHERIDAN RD	234-9,10
JEWEL FOOD STORES, INC. #3443	5343 NORTH BROADWAY	236-9
CHICAGO TRANSIT AUTHORITY	1121 W BERWYN	239-9
PARAMOUNT CLEANERS	1123 BERWYN	239-9
DOMINICKS FINER FOODS	5235 N SHERIDAN RD	240-9,10
PARAMOUNT CLEANERS	5243 N BROADWAY	241-9
TREASURE ISLAND FOODS INC	5221 N BROADWAY	241-9
FANNING CADILLAC	5201 N BROADWAY	241-9
SUN CAD BUICK STERLING INC	5201 N BROADWAY	241-9
AMOCO 5914	5156 N BROADWAY AND FOS	241-9
KENMORE PLAZA	5225 N KENMORE	242-9,10
GOUDY ELEMENTARY SCHOOL-CHGO B	5126 N WINTHROP	246-9
GOUDY ELEM SCHOOL	5120 NORTH WINTHROP	246-9
GOUDY WILLIAM C SCHOOL	5120 N WINTHROP	246-9
JOSE J MARTI BIL ED CTR GOUDY	5126 N KENMORE	247-9,10
MARTI JOSE BILINGUAL EDUC CNTR	5126 N KENMORE AVE	247-9,10
PARK TERRACE APARTMENT BLDG	940 W WINONA	248-10
GRAN ADELL MFG CO	1111 W WINONA	249-9
IEPA PATSON PEST CONTROL	1310 W CARMEN	250-9
SHERIDAN PLAZA SHERIDAN	5026 N SHERIDAN	251-9,10
KENMORE APARTMENTS	5040 N KENMORE AVE	252-9,10
KENMORE HOMES	5040 N KENMORE	252-9,10

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Site	Address	Map ID
MAACO	5041 N BROADWAY	253-9
AON CORP	5035 N BROADWAY	253-9
THAI GROCERY INC	5014 N BROADWAY	253-9
KIMS CLEANERS	5010 N BROADWAY	253-9
SUN OLDSMOBILE	4925 BROADWAY	253-9
STARLIGHT BEAUTY SUPPLY	4925 NORTH BROADWAY AVE	253-9
THE NAIL SUPERSTORE	4925 NORTH BROADWAY AVE	253-9
TRUNG-VIET CO.	1004-1006 W. ARGYLE	254-9,10
HUE THANH GROCERY STORE	1054 W ARGYLE	255-9,10
MIEN HOA	1108-10 W ARGYLE	256-9
MIEN HOA MARKET	1108 WEST ARGYLE	256-9
VINH THO	1112 ARGYLE ST	256-9
HOA NAM GROCERY, INC.	1101-3 WEST ARGYLE STRE	256-9
SEAM HOUT TANG	1107 W ARGYLE ST	256-9
TAN THANH GIFT CO	1135 W ARGYLE ST	256-9
SPANISH EPISCOPAL/ST AUGUSTINE	1333 W ARGYLE	258-9
CASTLEMAN APTS	4945 N SHERIDAN RD	259-9,10
SUN IZUZU	4916 N BROADWAY	260-9
UPTOWN SERVICE STATION	4900 N BROADWAY	260-9
JOHN T MCCUTCHEON SCHOOL	4865 N SHERIDAN RD	261-9,10
CLEANERS DEPOT	4855 N BROADWAY	262-9
SUN CHEVROLET	4849 N BROADWAY	262-9
UPTOWN STATION	4850 N BROADWAY	262-9
WINTHROP TOWERS OWNED & OP BY	4848 WINTHROP AVENUE	263-9
SAINT THOMAS OF CANTERBURY SCH	4827 N. KENMORE AVE	264-9,10
GOODYEAR AUTO SVC CENTER	4809 N BROADWAY	265-9
UPTOWN THEATER	BROADWAY & LAWRENCE	265-9,11
PROLOGUE	1105 W LAWRENCE AVE	266-9,11
INTL CLEANERS	1023 W LAWRENCE	267-9,10,11,12
ANDREW MAXWELL LAW FIRM	1063 LAWRENCE AVE	268-9,10,11,12
ECUMENICAL INSTITUTE	4750 N SHERIDAN	269-9,10,11,12
GB PROPERTY MGMT	4760 N RACINE	270-9,11
GB PROPERTY MGT	4760 N RACINE	270-9,11
SEGUNGO IZA	4740 N RACINE	270-9,11
BUDDIST TEMPLE OF CHICAGO	1151 W LELAND	274-11
BUDDHIST TEMPLE OF CHICAGO	1151 W LELAND	274-11
CHICAGO HOUSING AUTHORITY/SHER	4645 N SHERIDAN	276-11,12
WOOLWORTH 30928	4613 BROADWAY	278-11
FRIENDLY TOWERS	920 W WILSON AVE	279-12
WILSON BUILDING	920 WILSON AVE	279-12
BOCH, TIMOTHY	931-939 W WILSON AVE	279-12
BANK OF CHICAGO	1050 W WILSON AVE	280-11,12
CHICAGO TRANSIT AUTH	1117 WILSON AVE	282-11
CITY COLLEGES OF CHICAGO	1145 W WILSON AVE	282-11
STAMPEDE MEAT INC	4551 RACINE	283-11
STEWART ELEMENTARY SCHOOL	4525 N KENMORE AVE	285-11,12
PROBE LOCATED 39 M FROM S EDGE	TRUMAN COLLEGE, 1145 W.	286-11
TRUMAN TECH	1200 W SUNNYSIDE	287-11
TARGET STORE 2373	4466 N BROADWAY ST	288-11,12
IEPA	4425 N MAGNOLIA	289-11
STOCKTON CPC	4425 N MAGNOLIA	289-11
AZUSA BUILDING	1024-1026 W MONTROSE AV	290-11,12
WILSON YARDS DEVELOPMENT 1 LLC	1036 W MONTROSE	290-11,12
COMED-MANHOLE	BROADWAY & MONTROSE	290-11,12
WILSON YARDS	1036 W MONTROSE AVE	290-11,12
JEWEL FOOD STORES, INC. #3455	4355 NORTH SHERIDAN ROA	290-12

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Site	Address	Map ID
JEWEL OSCO 3455	4355 N SHERIDAN	290-12
COMBINED INS CO OF AMERICA	4348 N BROADWAY ST	290-12
1140 WEST MONTROSE	1140 W MONTROSE	291-11
ACADEMY OF ACUPUNCTURE	4334 N HAZEL, SUITE 206	292-12
MARANATHA CHRISTIAN SCHOOL	4303 N KENMORE	293-11,12
SAINT MARY OF THE LAKE SCHOOL	1026 W BUENA AVE	295-11,12
ROSE LAMB FUNERAL HOME	4152 N SHERIDAN RD	297-12
PRINCESS CLEANERS	4136 N. BROADWAY ST.	298-12
PERILLO BMW	4117-4125 N BROADWAY	298-12
EUROPEAN & US AUTO SVC	4080 N BROADWAY	298-12
PUBLIC STORAGE INC	4068 N BROADWAY ST	299-12
U-HAUL CENTER OF UPTOWN	4055 N BROADWAY	299-12
MODERN WAY CLEANERS	4014 W BROADWAY	299-12
SHELL SVC STATION	953 W IRVING PARK	301-12
WAREHOUSE BLDG	933 937 W IRVING PARK	302-12
WAREHOUSE BUILDING	933-937 W IRVING PARK R	302-12
953 W IRVING PARK RD	953 W IRVING PARK RD	302-12
EQUIVA SERVICES LLC	953 W IRVING PARK RD	302-12
THOREK HOSPITAL	850 W IRVING PARK RD	303-12
CITY OF CHICAGO (ABANDONMENT)	841 W IRVING PARK RD	303-12
CHICAGO, CITY OF ABANDONMENT	841 W IRVING PARK RD-B	303-12
AMOCO, IRVING & BROADWAY	841 W IRVING PARK	303-12
CHICAGO PARK DISTRICT	1100 W IRVING PARK RD	305-11,12
SOS CLEANERS INC	3959 BROADWAY	306-12
AMOCO OIL CO	3901 BROADWAY	309-12
JN CLEANERS	3930 N BROADWAY	309-12
SEAMCRAFT INC	932 W DAKIN ST	310-12
CHA-CLARK/IRVING ANNEX II APTS	3940 N CLARK	311-11
CHA-CLARK-IRVING APARTMENTS	3930 N CLARK ST	311-11
APTS	3920 N CLARK	311-11
OGDEN PARTNERS FREMONT PLACE	3910 N FREMONT	312-12
AMOCO 15982	3901 N BROADWAY AND SHE	313-12
GREELEY HORACE SCHOOL	832 W SHERIDAN RD	314-12
GREELEY ELEM SCHOOL	832 WEST SHERIDAN RD	314-12
FABRICARE CHICAGO	920 W SHERIDAN RD	315-12
FABRICARE CLEANERS	920 W SHERIDAN RD	315-12
MAYFLOWER MOVING & STORAGE	941-957 W SHERIDAN RD	315-12
SUN CLEANERS	3839 N BROADWAY	316-12
3836 N CLARK LLC	3836-3846 N CLARK ST	317-11
APARTMENTS	3831 FREMONT	318-12
849 W GRACE ST	849 W GRACE ST	320-12
A AND J AUTO SVC	1207 W GRACE	321-11
STAMATIS PROPERTY	1207 W GRACE	321-11
LECTRO-STIK	3721 N BROADWAY	322-12
INTERSTATE TRANSMISSION	3657 N HALSTED	324-12
JOHN V LEMOYNE SCHOOL	815 W WAVELAND AVE	324-12
UNI-ROYAL TIRE SVC	3601 N HALSTED	324-12
IDEAL TOOL & MFG-MULLER DIV OF	3721 N CLARK	325-11
LEMOYNE JOHN V SCHOOL	851 W WAVELAND AVE	326-12
INTER-AMERICAN ELEM MAGNET SCH	851 WEST WAVELAND AVE	326-12
CUBS PARK SVC	3650 N CLARK	327-11
CUBS ANNEX OFFICE	3611 N CLARK	328-11,12
SHELL SVC STATION	801 W ADDISON	329-12
EQUIVA SERVICES LLC	801 W ADDISON	329-12
CHICAGO PARK DIST N HALSTED ST	3640 N HALSTED	329-12
CHICAGO PARK DIST	3640 N HALSTED	329-12

EXECUTIVE SUMMARY

Site	Address	Map ID
NORTH HALSTED	3628-56 N HALSTED ST	329-12
EUROPEAN AND U S CAR SVC	3500 N HALSTED	329-12
CHICAGO CUBS	1060 W ADDISON	330-11,12
LUIS AUTO REPAIR	1031-35 W ADDISON	330-11,12
LUIS AUTO REPAIR	1031 W ADDISON	330-11,12
AUTO EXPERT INC	1150 W ADDISON	331-11
WRIGLEY FIELD	3535-37 N CLARK ST	332-11,12
CLEAR FLOW PRODUCTS	3535 N CLARK ST	332-11,12
KAFKA INTERNATIONAL LTD	3535 N CLARK ST	332-11,12
DUBIN RESIDENTIAL CORP	3516 N SHEFFIELD	333-11,12
SBC Q11320	3532 N SHEFFIELD	333-12
3546-48 N RETA	3546-48 N RETA	334-12
CREATIVE CONST LTD	1151 W EDDY ST	335-11
1254 W EDDY ST	1254 W EDDY ST	336-11
WRIGLEYVILLE HOTEL LLC	3469 -71 N CLARK ST	337-11,12
G&S AUTOMOTIVE	3478 N CLARK ST	337-11,12
SVENS SWEDISH SATISFACTION LT	3454 N SHEFFIELD	337-12
GERBER AUTO REBUILDERS INC	3425 N HALSTED	339-12,14
ROSCOE RACINE SERVICE STATION	3425 N RACINE ST	340-11,13
BRIGHTON DEVELOPMENT LLC	3405-3409 N RACINE AVE	340-11,13
BRIGHTON DEVELOPMENT LLC	3405-09 N RACINE	340-11,13
HAWTHORN CT LP	1144-52 W ROSCOE	342-11,13
RIDDELL INC	1151 W ROSCOE	342-11,13
BUDS AUTO REPAIR & BODY SHOP	1117 W ROSCOE	343-11,13
CHICAGO TRANSIT AUTHORITY	3360 N CLARK ST	344-12,14
FIREFLY KITCHEN & BAR	3335 N. HALSTED ST.	345-14
EVREO CORP	3328 N CLARK	347-14
BRAUER CONSTRUCTION CO	3310 N RACINE	348-13
KENARD CONSTRUCTION CORP	3301 N RACINE	348-13
KENARD CONSTRUCTION CORP	3301-59 N RACINE	348-13
CHA-HATTIE CALLNER APARTMENTS	855 W ALDINE	349-14
SWARTZ PRODUCTS INC	1230 W SCHOOL ST	350-13
KERLOW RESIDENTIAL DEVELOPMENT	1230 W SCHOOL ST	350-13
CRAFTSMAN PLATING & TINNING CO	1239 WEST SCHOOL STREET	350-13
HAWTHORNE ELEM SCHOLASTIC ACAD	3319 NORTH CLIFTON AVE	351-13
HAWTHORNE SCHOLASTIC ACADEMY	3319 N CLIFTON AVE	351-13
3252 N WILTON	3252 N WILTON	352-14
TORSTENSEN GLASS	3233 N SHEFFIELD	353-14
YELLOW CAB CO	3228 N HALSTED	354-14
MARATHON CENTER	3224-28 N HALSTED ST	354-14
NO SURRENDER	1056 W BELMONT AVE	356-13,14
MIDCITY AUTO CARE	1101 W BELMONT AVE	356-13,14
VICTORIA RESTUARANT	950 W BELMONT	357-14
929 W BELMONT	929 W BELMONT	357-14
CTA BELMONT STATION	945-949 W BELMONT	357-14
CTA 945 W BELMONT	945 W BELMONT	357-14
WALGREENS #6270	1001 W BELMONT	358-14
SUN LIGHT CLEANERS	3113 N HALSTED	359-14
WALGREENS 3949	3046 N HALSTED ST	359-14
WALGREENS NO 3949	3046 N HALSED ST	359-14
OSCO DRUG #638	3101 N CLARK	359-14
INTER AMERICAN MAGNET	919 W BARRY AVE	360-14
SOUTHPORT AND DIVERSY SVC INC	3030 N CLARK	362-14
ILLINOIS MASONIC DOCTORS BLDG	3000 N HALSTED ST	363-14
ILLINOIS MASONIC MEDICAL CTR	3000 N HALSTED	363-14
ST SEBASTIAN CHURCH	810 W WELLINGTON	364-14

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
ILLINOIS MASONIC MEDICAL CENTE	836 W WELLINGTON AVE	365-14
CTA	945 W WELLINGTON AVE	366-14
CHICAGO TRANSIT AUTHORITY	945 W WELLINGTON AVE	366-14
BROADWATER 43-065	1049 W WELLINGTON AVE	367-13,14
ZENEX CORP CHEMICAL PROD DIV	2940 N HALSTED ST	368-14
CHICAGO, CITY OF	2917 N SHEFFIELD	369-14
ELM DIE CUTTING CORP	1010 W GEORGE	371-14
IEPA	945 W GEORGE ST	372-14
AGASSIZ SCHOOL	2851 N SEMINARY	373-13,14
NIEDERMAIER DISPLAY INC	2835 N SHEFFIELD AVE	374-14
CHICAGO HONDA AUTHORITY	2825 NO SHEFFIELD AVE	374-14

STATE AND LOCAL RECORDS

IL UIC: Injection wells are used for disposal of fluids by "injection" into the subsurface. The construction of injection wells range from very technical designs with twenty-four hour monitoring to simply a hole dug in the ground to control runoff. As a result of this diversity, the UIC Program divides injection wells into five different classes.

A review of the IL UIC list, as provided by EDR, and dated 12/15/2011 has revealed that there are 3 IL UIC sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
EQUILON ENTERPRISES LLC	1201 CHICAGO AVE	72-6
AMOCO STATION #15590	5657 NORTH BROADWAY AVE	215-9
MAECORP INC	3310 N RACINE	348-13

IL NPDES: A listing of facilities currently active in the state. The types of permits are public, private, federal and state.

A review of the IL NPDES list, as provided by EDR, and dated 07/12/2011 has revealed that there is 1 IL NPDES site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
SOLID WASTE AGENCY COOK CO	2100 RIDGE AVE	21-4

IL NIPC: NIPC is an inventory of active and inactive solid waste disposal sites, based on state, local government and historical archive data. Included are numerous sites that previously had never been identified largely because, prior to 1971, there was no obligation to register such sites. The data come from the Northeastern Illinois Planning Commission's Solid Waste Landfill Inventory.

A review of the IL NIPC list, as provided by EDR, and dated 08/01/1988 has revealed that there are 2 IL NIPC sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
FARGO PROJECT		133-6,7

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
SCA CHEMICAL SERVICES		355-14

IL LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Illinois Environmental Protection Agency's LUST Incident Report.

A review of the IL LUST list, as provided by EDR, and dated 11/21/2011 has revealed that there are 109 IL LUST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
DEGIULIO KITCHEN & BATH INC NFA/NFR Letter: 04/13/1992	119 CENTRAL AVE	1-1,2
BAHAI NATIONAL CENTER NFA/NFR Letter: 02/09/2009	100 LINDEN AVENUE	3-2
DUXLER COMPLETE AUTO CARE NFA/NFR Letter: 08/30/2011 NFA/NFR Letter: 09/21/1992	516 4TH STREET	4-1
CYRUS INC	350 LINDEN AVE	5-1
SHAWNEE SVC GARAGE INC NFA/NFR Letter: 05/21/2008 NFA/NFR Letter: 05/21/2008	332 LINDEN AVE	5-1
EVANSTON HOSPITAL NFA/NFR Letter: 08/29/1994	2650 RIDGE AVE	6-2,4
EVANSTON, CITY OF	1105 CENTRAL ST	9-4
PETER JANS COMMUNITY GOLF COUR	1040 CENTRAL STREET	10-4
NORTH SHORE MEDICAL CENTER LTD NFA/NFR Letter: 02/11/1992	1000 CENTRAL ST	10-4
EVANSTON, CITY OF NFA/NFR Letter: 02/09/2004	1102 EMERSON AVE	26-4
LAKE CITY CLEANERS LLC NFA/NFR Letter: 05/02/2002	821 EMERSON ST	27-4
EQUIVA SVCS LLC NFA/NFR Letter: 09/03/1998 NFA/NFR Letter: 09/03/1998 <i>*Additional key fields are available in the Map Findings section</i>	824 EMERSON	27-4
AMOCO OIL CO. #5309	RIDGE & CLARK	34-3,4
CHURCH ST PLAZA LLC	1701 MAPLE AVE	38-4
NORMANDALE PROPERTIES NFA/NFR Letter: 06/01/1993	1701 SHERMAN AVE.	39-4
HERTZ CORP NFA/NFR Letter: 01/10/2000	910 CHURCH ST	40-4
NORTHWESTERN UNIVERSITY	1725 ORRINGTON	41-4
TIMES SQUARE CAPITOL MANAGEMEN NFA/NFR Letter: 01/24/2003	1710 ORRINGTON AVE.	41-4
CHURCH ST CHI AVE PROJECT NFA/NFR Letter: 09/06/1990	1719 CHICAGO AVE	42-4
EVANSTON, CITY OF NFA/NFR Letter: 03/28/2005	1616 SHERMAN AVE	44-4

EXECUTIVE SUMMARY

Site	Address	Map ID
SHERMAN PLAZA VENTURE LLC NFA/NFR Letter: 11/30/2006 NFA/NFR Letter: 11/30/2006	820 DAVIS ST	46-4
RADAIOS TRUST 105032-0-1	1033 DAVIS ST	47-4
LASSEN, ADELLA	1575 OAK AVE.	49-4
GROVE ELMWOOD SVC NFA/NFR Letter: 02/28/1997	900 GROVE ST	56-4
1500 CHICAGO AVE LLC	1500 CHICAGO AVE	57-4
WILSON TERRY ASSOC.	1508 ELMWOOD AVE.	59-4
PARKING LOT	1460 SHERMAN AVE.	61-4
ST. PAUL'S LUTHERAN CHURCH NFA/NFR Letter: 08/25/1998	1004 GREENWOOD ST.	63-4
EVANSTON, CITY OF NFA/NFR Letter: 01/15/2009	425 DEMPSTER ST	70-4,6
LEVY VENTURE MANAGEMENT NFA/NFR Letter: 05/26/1994	1212 NORTH CHICAGO AVE.	72-6
EVANSTON, CITY OF	5109 HAMILTON	72-6
EQUILON ENTERPRISES LLC NFA/NFR Letter: 06/25/2009 NFA/NFR Letter: 06/25/2009 <i>*Additional key fields are available in the Map Findings section</i>	1201 CHICAGO AVE	72-6
BROWN, SANDRA NFA/NFR Letter: 06/08/1993	725 WASHINGTON	82-6
AMERICAN NATL BK TR 46141 C/O	855 HINMAN AVE	83-6
AM DEVELOPMENT	817 CHICAGO AVE	84-6
WAGNER, FRED TRUST 33-3204	729 JUDSON	88-6
EVANSTON, CITY OF NFA/NFR Letter: 08/07/1989	607-621 LUSTOR AVENUE	90-6
MATAN, HELEN	828 SEWARD	93-6
APPETIZERS & INC. NFA/NFR Letter: 04/01/1994	537 CUSTER AVE.	95-6
REBA PLACE CHURCH NFA/NFR Letter: 02/28/1994	535 CUSTER	95-6
CG JUNG INSTITUTE NFA/NFR Letter: 09/23/1993	550 CALLON	96-6
CUSTER CORP. 406 NORTH CALLAN PARTNERSHIP NFA/NFR Letter: 07/28/1998	417-425 CUSTER AVE. 406 NORTH CALLAN ST.	99-6 99-6
KASECO MGT. NFA/NFR Letter: 08/29/2000	335 CUSTER AVE.	101-6
CATHOLIC BISHOP OF CHICAGO COR	301 CHICAGO AVE.	103-6
Not reported	555 HOWARD ST	118-6
NORDIS INC. NORTOWN CLEANERS NFA/NFR Letter: 08/14/1995	1529 WEST HOWARD ST.	121-6
AMOCO OIL CO. #18726 NFA/NFR Letter: 02/23/2000	7550 NORTH SHERIDAN RD.	124-6
LERNER NEWSPAPERS INC NFA/NFR Letter: 10/19/1995	7519 N ASHLAND AVE	126-6
SHERWIN SHERIDAN PARTNERS LLC NFA/NFR Letter: 09/21/2010	7347-7365 NORTH SHERIDA	140-7

EXECUTIVE SUMMARY

Site	Address	Map ID
LAKHANI & SONS CHICAGO PARK DIST. NFA/NFR Letter: 01/31/2008	7138 NORTH SHERIDAN RD. 1230 WEST GREENLEAF	148-7 150-7
WOO DEVELOPMENT & INVESTMENTS 1340 WEST PRATT LLP SHERIDAN & ALBION AUTO CLINIC NFA/NFR Letter: 11/17/2004	1154 WEST LUNT AVENUE 1340 WEST PRATT 6601 NORTH SHERIDAN	153-7 161-7 167-7
ABBOTT LABORATORIES SHORELINE TOWERS CONDO'S NFA/NFR Letter: 08/02/1999	1152 SHERIDAN RD 6301 NORTH SHERIDAN RD.	179-7 185-7,8
MCDONALDS CORP SHERIDAN TOWERS PARTNERSHIP NFA/NFR Letter: 08/10/2000	6231 BROADWAY 6030 NORTH SHERIDAN ROA	189-7 199-9,10
THORNDALE/WINTHROP BLDG. PARTN NFA/NFR Letter: 07/22/1997	5934 NORTH WINTHROP	203-9
HUNTER PROPERTIES VERONA APARTMENTS SHERIDAN RD. BLDG. NFA/NFR Letter: 12/29/1993	5943 NORTH BROADWAY STR 5860 NORTH KENMORE AVE. 5816 SHERIDAN RD.	204-9 207-9,10 211-9,10
TUBRING, SAM EDGEWATER UPTOWN BLDG. CORP. AMOCO STATION #15590 NFA/NFR Letter: 03/15/2000	5734 NORTH BROADWAY AVE 5710 NORTH BROADWAY 5657 BROADWAY & HOLLYWO	215-9 215-9 215-9
AMOCO STATION #15590 NFA/NFR Letter: 04/14/2006	5657 NORTH BROADWAY AVE	215-9
METRO TOYOTA NFA/NFR Letter: 08/18/1993	5625 BROADWAY	223-9
AMOCO SS #5907 FACILITY#10704 NFA/NFR Letter: 06/22/2005 NFA/NFR Letter: 06/22/2005	5556 NORTH SHERIDAN ROA	226-9,10
EDGEWATER BEACH APARTMENT CORP NFA/NFR Letter: 05/16/2003	5555 NORTH SHERIDAN RD.	226-9,10
ALPERT RESIDENCE, ANDREA & DAN BRUNDAGE OPERATING ACCOUNT AW ZENGELER UNIFORM RENTAL NFA/NFR Letter: 08/02/2007	5517 NORTH WAYNE AVENUE 1122 WEST CATALPA 5427 BROADWAY	231-9 232-9 233-9
AMOCO OIL CO. #5914 NFA/NFR Letter: 04/06/2000	5156 NORTH BROADWAY	241-9
CHICAGO SCHOOL DISTRICT CPS PARK TERRACE APARTMENT BLDG. NFA/NFR Letter: 03/11/1999	1053 WEST FOSTER AVENUE 5132 NORTH KENMORE 940 WEST WINONA	244-9,10 247-9,10 248-10
SUN OLDSMOBILE NFA/NFR Letter: 06/11/1992	4925 BROADWAY	253-9
STEVENS, MATTHEW NFA/NFR Letter: 07/17/2002	1250 WEST ARGYLE	257-9
SPANISH EPISCOPAL, ST. AUGUSTI NFA/NFR Letter: 09/15/2009	1333 ARGYLE ST.	258-9
SUN ISUZU	4916 NORTH BROADWAY	260-9

EXECUTIVE SUMMARY

Site	Address	Map ID
UPTOWN CAR WASH NFA/NFR Letter: 07/26/2005	4900 NORTH BROADWAY	260-9
SUN CHEVROLET NFA/NFR Letter: 10/21/1994	4849 N BROADWAY	262-9
EMERALD DEVELOPMENT CO ANDREW MAXWELL LAW FIRM NFA/NFR Letter: 03/01/1993	4843 BROADWAY CO 1063 LAWRENCE AVE.	262-9 268-9, 10, 11, 12
IZA, SEGUNGO NFA/NFR Letter: 09/20/1993	4740 NORTH RACINE	270-9, 11
BOCH, TIMOTHY NFA/NFR Letter: 03/19/2004	931-939 WEST WILSON AVE	279-12
TRUMAN COLLEGE NFA/NFR Letter: 02/04/2005	1145 WEST WILSON AVENUE	282-11
WILSON YARD DEVELOPMENT ONE LL NFA/NFR Letter: 05/27/2011	4450 NORTH BROADWAY	288-11, 12
ST. MARY OF THE LAKE CHURCH	4200 NORTH SHERIDAN ROA	296-12
ROWLAND FUNERAL HOME NFA/NFR Letter: 07/29/1999	4152 NORTH SHERIDAN RD.	297-12
PERILLO BMW NFA/NFR Letter: 08/07/1997	4117 TO 4125 NORTH BROA	298-12
SHELL OIL CO. NFA/NFR Letter: 10/03/1994	953 IRVING PARK RD.	302-12
EQUILON ENTERPRISES LLC NFA/NFR Letter: 05/28/2002	953 WEST IRVING PARK RD	302-12
BP NFA/NFR Letter: 03/08/2000	841 WEST IRVING PARK RO	303-12
THE LOEWEN GROUP INT'L NFA/NFR Letter: 02/10/1999	777 IRVING PARK RD.	304-12
CHICAGO HOUSING AUTHORITY 3836 N. CLARK ST. NFA/NFR Letter: 09/29/1998	3930-40 NORTH CLARK ST. 3836-46 NORTH CLARK ST.	311-11 317-11
IDEAL TOOL & MACHINE CO. NFA/NFR Letter: 03/27/1991	3721 NORTH CLARK ST.	325-11
CUBS PARK SERVICE STATION CIRCLE K #6711 NFA/NFR Letter: 09/13/2002	3650 NORTH CLARK ST. 801 WEST ADDISON	327-11 329-12
CHICAGO, CITY OF NFA/NFR Letter: 03/27/2008	3600 NORTH HALSTED	329-12
CHICAGO PARK DISTRICT NFA/NFR Letter: 09/27/2005	3640 NORTH HALSTED	329-12
CREATIVE CONSTRUCTION LTD. ROSCOE RACINE SERVICE STATION NFA/NFR Letter: 04/19/1995	1151 WEST EDDY ST. 3425 NORTH RACINE	335-11 340-11, 13
BRAVER CONSTRUCTION MARATHON CENTER, INC. ADVOCATE HEALTHCARE ILLINOIS MASONIC MEDICAL CENTE NFA/NFR Letter: 03/23/1994	3310 NORTH RACINE 3224-28 NORTH HALSTED 836 WEST NELSON STREET 3000 NORTH HALSTED	348-13 354-14 361-14 363-14

EXECUTIVE SUMMARY

IL LUST TRUST: In case sufficient funds are not available in the Underground Storage Tank Fund, requests for payment are entered on the Payment Priority List by "queue date" order. As required by the Environmental Protection Act, the queue date is the date that a complete request for partial or final payment was received by the Agency. The queue date is "officially" confirmed at the end of the payment review process when a Final Decision Letter is sent to the site owner.

A review of the IL LUST TRUST list, as provided by EDR, and dated 11/16/2011 has revealed that there are 3 IL LUST TRUST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
DUXLER COMPLETE AUTO CARE	516 4TH STREET	4-1
Not reported	555 HOWARD ST	118-6
CUBS PARK SERVICE STATION	3650 NORTH CLARK ST.	327-11

IL UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Illinois State Fire Marshal's STC Facility List.

A review of the IL UST list, as provided by EDR, and dated 10/31/2011 has revealed that there are 285 IL UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
BAHA'I HOME	401 GREENLEAF AVE	2-1
BAHA'I NATIONAL CENTER	100 LINDEN AVENUE	3-2
WILMETTE DOXLER TIRE	516 4TH STREET	4-1
CYRUS REALTORS	340-350 LINDEN AVE	5-1
SHAWNEE SERVICE GARAGE, INC.	332 LINDEN AVENUE	5-1
THE EVANSTON HOSPITAL	2650 RIDGE AVENUE	6-2,4
EVANSTON HOSPITAL	1301 CENTRAL ST	7-3,4
NORTH SHORE UNIVERSITY HEALTH	1301 CENTRAL AVENUE	7-3,4
SISSILLA CONDOMINIUM ASSOCIATI	1210-22 CENTRAL STREET	8-3,4
FIRE STATION #3	1105 CENTRAL	9-4
PETER JANS COMMUNITY GOLF COUR	1040 CENTRAL STREET	10-4
EVANSTON HOSPITAL MEDICAL BUIL	1000 CENTRAL STREET	10-4
UNIVERSITY RESIDENCE	2532 ASBURY AVENUE	11-3,4
HOUSING AUTHORITY OF COOK CO	2300 NOYES CT	18-4
NOYES CULTURAL ARTS CTR	927 NOYES ST	19-4
GARRETT-EVANGELICAL THEOLOGICA	2207 MAPLE AVE	20-4
CRADLE THE	2049 RIDGE AVE	22-4
ADMINISTRATIVE OFFICE BUILDING	2020 RIDGE AVENUE	22-4
SHELL	824 BENSON/EMERSON	25-4
WARD MANUFACTURING	1112 EMERSON ST	26-4
BLDG TO BE DEMOLISHED	1102 EMERSON	26-4
SHERMAN HOUSE	1900 SHERMAN RD	27-4
LAKE CITY CLEANERS	831 EMERSON STREET	27-4
EVANSTON FIREPROOF WAREHOUSE	1839 E RAILROAD AVE	29-4
OPTIMA HORIZONS, L.P.	800 ELGIN AVE	33-4
OFFICE BUILDING	1800 SHERMAN AVENUE	33-4
OPTIMA VIEWS	1720 MAPLE AVE	37-4
EVANSTON ATHLECTIC CLUB	1723 BENSEN	38-4
CONSTRUCTION SITE	1701 MAPLE	38-4
GREAT WEST LIFE ASSURANCE CO	1701 SHERMAN AVE	39-4
LOCK UP	1723 BENSON AVE	40-4
HERTZ RENT A CAR	910 CHURCH ST	40-4
NORTHWESTERN UNIVERSITY	1725 ORRINGTON AVENUE	41-4

EXECUTIVE SUMMARY

Site	Address	Map ID
OMNI-ORRINGTON HOTEL PARKING G	1710 ORRINGTON AVENUE	41-4
EVANSTON PLACE	1735 CHICAGO AVE	42-4
CONSTRUCTION SITE	1620 SHERMAN	44-4
CONSTRUCTION SITE	1616 SHERMAN AVENUE	44-4
DEMOLITION SITE	801-823 DAVIS STREET	46-4
BRANCH 39 EVANSTON	801 DAVIS ST	46-4
BANK ONE CHICAGO N. A.	800 DAVIS STREET	46-4
FRANKSVILLE RESTAURANT	1033 DAVIS ST	47-4
SUPERCROWN BOOK STORE	1633 CHICAGO AVE	48-4
WASHINGTON NATIONAL INS CO	1612-1630 CHICAGO AVE	48-4
RETAIL STORES	618-20 DAVIS STREET	48-4
1575 OAK BLDG	1575 OAK AVE	49-4
DONNELLAN FAMILY FUNERAL SERVI	1571 MAPLE AVENUE	50-4
MULTI-UNIT APARTMENTS	1600 - 1608 HINMAN AVE.	51-4
HEIL HEIL SMART & GOLEE INC	1515 CHICAGO AVE	54-4
GROVE/ELMWOOD AMOCO SVC CTR	900 GROVE ST	56-4
MDM GROVE LLC	617 GROVE STREET	57-4
1500 CHICAGO AVENUE EVANSTON,	1500 CHICAGO AVENUE	57-4
ELMWOOD CONDO ASSOCIATION (150	1508 ELMWOOD	59-4
PARKING LOT	1460 SHERMAN AVE.	61-4
FIRST PRESBYTERIAN SOCIETY OF	1427 CHICAGO AVE	62-4
ST PAULS LUTHERAN CHURCH	1004 GREENWOOD ST	63-4
MR. RICHARD BRUNE	1332-1334 SHERMAN AVE	67-4,6
SHERMAN ASSOCIATES	1316-1320 SHERMAN AVE	67-4,6
CHIARVALLE MONTESSORI SCHOOL	425 DEMSTER ST	68-4,6
ROSE IRA	516 DEMPSTER ST	69-4,6
LEVY VENTURE MGMT	1212-1230 CHICAGO AVE	72-6
EQUILON ENTERPRISES LLC	1201 CHICAGO AVENUE	72-6
UPTON PROPERTIES	1131-1137 CHICAGO AVE	74-6
HORIZON FEDERAL SAVINGS	1135 CHICAGO AVE	74-6
LES SIMS OLDS INC (LEASEE)	1012 CHICAGO	77-6
AUTOBARN MOTORS	1034 CHICAGO AVE.	77-6
BARNES PAT	725 WASHINGTON BLDG	82-6
AMERICAN NATL BK TR 46141 C/O	855 HINMAN AVE	83-6
GARAGE BUILDING	821 - 825 CHICAGO AVE	84-6
HARRIS TR 33644	800 HINMAN	85-6
MEETING HOUSE	620 MADISON	86-6
EVANSTON NISSAN LTD	733 CHICAGO AVE	86-6
SOUTHPOINT PLAZA	635 CHICAGO AVE	89-6
VACANT USDA-FDA FOOD/ICE CREAM	537 CUSTER AVE	95-6
REBA PLACE CHURCH	535 CUSTER	95-6
DURO ART INDUSTRIES	609 SOUTH BLVD	96-6
CG JUNG INSTITUTE	550 CALLON	96-6
DOMINICKS STORE 93	525 CHICAGO AVE	97-6
SCHWARTZHOFF CLEANERS INC	600 OAKTON ST	98-6
AUSTIN / CUSTER BUILDING	701-709 AUSTIN STREET	99-6
CUSTER CORP	417-425 CUSTER	99-6
406 NORTH CALLAN PARTNERSHIP	406 N CALLAN	100-6
APARTMENT BUILDING	335 CUSTER	101-6
CALVARY CEMETERY	301 CHICAGO AVE	103-6
ABU-KHALIL & SWEISS	140 CHICAGO AVENUE	111-6
APARTMENT BUILDING	7634 NORTH GREENVIEW	112-6
RESIDENTIAL APT COMPLEX	7635-7645 N ROGERS AVE	114-6
1 STORY COMMERCIAL BUILDING	2019 W. HOWARD STREET	116-6
H.C. MINIMART, INC.	555 HOWARD STREET	118-6
EMPTY COMMERCIAL BUILDING	1791 W. HOWARD	120-6

EXECUTIVE SUMMARY

Site	Address	Map ID
COMBINED HOWARD LLC	1777 W HOWARD ST	120-6
NORTOWN CLEANERS	1529 W HOWARD ST	121-6
MARATHON	7550 NORTH SHERIDAN LEA	124-6
LEVY VENTURE MGMT	7524 N WOLCOTT AVE	125-6
LERNER NEWSPAPERS INC	7519 N ASHLAND AVE	126-6
7500 N ASHLAND AVE	7500 N ASHLAND AVE	126-6,7
BIRCHWOOD LLC	7501-33 N DAMEN	127-6,7
THE BIRCHWOOD APARTMENTS	1456-58 W BIRCHWOOD	128-6
CLARK & BIRCHWOOD	7500 N CLARK ST	129-6,7
SCHUMACHER ELECTRIC CORP	7474 N ROGERS AVE	130-6,7
AUGUSTANA CTR DIV OF LUTHERAN	7464 N SHERIDAN DR	131-6,7
APARTMENT BUILDING	7423-25 N. SHERIDAN ROA	134-6,7
APARTMENT BUILDING	7347-7365 N. SHERIDAN R	140-7
LEVY HOUSE	1221 W SHERWIN	141-7
LEONE BEACH PARK	1222 W TOUHY AVE	145-7
MULTI-UNIT RESIDENTIAL BUILDIN	1360 W. TOUHY	146-7
1447 WEST TOUHY BUILDING	1447 W TOUHY AVE	147-7
ROGERS PARK CITGO	7138 N. SHERIDAN RD.	148-7
LOYOLA PARK FIELDHOUSE	1230 W GREENLEAF	150-7
RESIDENTIAL/COMMERCIAL BUILDIN	1154 W. LUNT AVENUE	153-7
DANA E MORRISON JR CO	1225 W MORSE ST	155-7
CHARLES VARIETY & TRUE VALUE	1512-1518 W MORSE AVE	158-7
APARTMENT COMPLEX	6832 N WAYNE AVE	161-7
WAYNE APRATMENTS	6812 NORTH WAYNE	161-7
APARTMENT BUILDING	1340 W. PRATT	161-7
1263 PRATT	1263 W. PRATT	163-7
AMER NATL BNK & TRST CO #30016	6708 N LAKEWOOD	165-7
NORTH SHORE APARTMENTS	1029-1051 W NORTH SHORE	166-7
AMOCO SS#5258 FAC#10677	6601 N. SHERIDAN	167-7
LOYOLA UNIVERSITY	1000 W LOYOLA AVE	170-7,8
SEMINARY	1120-1132 W. LOYOLA	171-7
LOYOLA UNIVERSITY OF CHICAGO	6525 N. SHERIDAN ROAD	173-7
CONSTRUCTION SITE	6511 N. SHERIDAN ROAD	173-7
AMOCO OIL CO 5298	6358 N SHERIDAN & DEVON	177-7
LOYOLA UNIVERSITY	1034-50 W SHERIDAN	178-7,8
LOYOLA UNIVERSITY	1110 W SHERIDAN RD	179-7
SISTERS OF CHARITY	6364 N SHERIDAN RD	181-7,8
RESIDENTIAL MULTI-UNIT	6324 N. KENMORE	182-7,8
ST JAMES PLACE APOARTMENTS	6321 N WINTHROP	183-7
SHORELINE TOWERS	6301 N SHERIDAN RD	185-7,8
SHORELINE GARAGE COMPANY	6301 N SHERIDAN RD	185-7,8
APARTMENT BUILDING	1061 W. ROSEMONT AVENUE	186-7
ROSEMONT FOREIGN AUTOMOTIVE	1123-25 WEST ROSEMONT A	187-7
MCDONALD'S	6231 N BROADWAY	189-7
SACRED HEART OLD CONVENT	6200 N SHERIDAN RD	191-7,8
EL LAGO CONDOMINIUMS	6157 N SHERIDAN	191-7,8
VACANT LOT	6151 N. SHERIDAN ROAD	191-7,8
GRANVILLE TOWERS CONDOMINIUM A	6166 N SHERIDAN RD	191-7,8
FIRST COLONIAL TR CO T/U/T 1-5	1141-47 W GRANVILLE	192-7
ILL BELL TELEPHONE CO	6147 N BROADWAY	194-7
SUPERIOR CAR WASH	6147 N BROADWAY AVE	194-7,9
IL SER OIL CO	6140 N BROADWAY	194-7,9
6133 N KENMORE PARTNERSHIPS	6133 N KENMORE	196-7,8,9,10
BRINDESCO PETER	6120 N KENMORE AVE	196-7,8,9,10
VENCOR HOSPITAL LAKE SHORE	6130 N. SHERIDAN RD.	197-7,8,9,10
SHEIDAN TOWERS PARTNERSHIP	6030 N SHERIDAN RD	199-9,10

EXECUTIVE SUMMARY

Site	Address	Map ID
BECOVIC MANAGEMENT	6012 N KENMORE	201-9,10
THORNDALE WINTHROP BUILDING	1100-1112 W THORNDALE 5	203-9
VACANT COMMERCIAL BUILDING	5943-59 N. BROADWAY AVE	204-9
BROADWAY ARMORY	5917 N BROADWAY AVE	204-9
VERONA APARTMENTS	5860 N KENMORE	207-9,10
JUDGE H FISHER APTS IL 2-44D	5821 NORTH BROADWAY	208-9
5816 N SHERIDAN RD BLDG	5816 N SHERIDAN RD	211-9,10
SURFSIDE CONDOMINIUM ASSOC	5815 N SHERIDAN RD	211-9,10
BEACH PT TOWER CONDO ASSN	5801 N SHERIDAN	211-9,10
5757 N SHERIDAN CONDO ASSOC	5757 N SHERIDAN	211-9,10
APARTMENT BUILDING/STOREFRONT	5806 N. BROADWAY	213-9
T H AUTO SERVICE	5743 N BROADWAY	213-9
BROADWAY COMMONS	5725 N BROADWAY	215-9
BROADWAY COMMONS #48	5725 N. BROADWAY	215-9
GERMAN MOTORS AUTO SERVICE	5734 N BROADWAY AVE	215-9
COMMERCIAL PROPERTY	5719 N. BROADWAY STREET	215-9
COMMUNITY COUNSELING CENTERS	5710 N BROADWAY	215-9
CITY AUTO REPAIR	5666-70 N BROADWAY	215-9
CIRCLE K #6803	5701 NORTH BROADWAY	215-9
AMOCO STATION #15590	5657 BROADWAY & HOLLYWO	215-9
VACANT LOT	5642 N. BROADWAY	215-9
HOLLYWOOD TOWER CONDOMINIUM AS	5701 N SHERIDAN RD	216-9,10
HOLLYWOOD HOUSE APARTMENTS	5700 NORTH SHERIDAN	216-9,10
POOMEROY CITIZENS CTR IL 2-39	1039 WEST HOLLYWOOD	217-9,10
SHERIDAN-HOLLYWOOD TOWER APTS	5650 N SHERIDAN RD	219-9,10
CAMEEL HALIM	5630 N SHERIDAN	219-9,10
BERGER REALTY	5600 N SHERIDAN	219-9,10
METRO TOYOTA	5625 BROADWAY	223-9
VANCANT BUILDING	1055-65 W BRYN MAWR	224-9
AMOCO SS #5907 FACILITY#10704	5556 NORTH SHERIDAN ROA	226-9,10
EDGEWATER BEACH APARTMENTS COR	5555 N SHERIDAN RD	226-9,10
BRYN MAWR CARE INC	5547 N KENMORE	227-9,10
BEHAVIOR HEALTH SERVIES	5517 N KENMORE	227-9,10
APARTMENT BUILDING	5511 N KENMORE AVE	227-9,10
BUILDING	5533 N BROADWAY AVE	228-9
TWO-FLAT BUILDING	5517 N. WAYNE AVENUE	231-9
NORTH SHORE ELITE AUTO SERVICE	1123 W CATALPA AVE	232-9
VACANT	5449-51 N BROADWAY AVE	233-9
A W ZENGELER NO SIDE UNIFORM	5427 N BROADWAY	233-9
BROMANN PARK	5400 N. BROADWAY	233-9
PARK TOWER CONDOMINIUM ASSOC	5415 N SHERIDAN	234-9,10
SADDLE & CYCLE CLUB	5301 N SHERIDAN RD	238-9,10
FOSTER BROADWAY, LLC	5200-5246 N. BROADWAY S	241-9
CHICAGO TITLE & TRUCT CO 3350	5201 N BROADWAY	241-9
FOSTER & BROADWAY MARATHON	5156 N. BROADWAY	241-9
DOMINICK'S	5201 N. SHERIDAN ROAD	243-9,10
FORMER WILLIAM C. GOUDY BRANCH	1053 W. FOSTER	244-9,10
PORPOSED GOUDY SCHOOL PARKING	5132 N. KENMORE	247-9,10
GRAN ADELL MFG CO	1111 W WINONA	249-9
LAKE TERRACE APTS	5050 N SHERIDAN RD	251-9,10
APARTMENT BUILDING (KENMORE AP	5040 N. KENMORE AVE.	252-9,10
SUN OLDSMOBILE	4925 N BROADWAY	253-9
CONSTRUCTION SITE	1250 N ARGYLE ST.	257-9
SPANISH EPISCOPAL/ST. AUGUSTIN	1333 W. ARGYLE	258-9
CASTLEMAN APTS IL 2-40	4945 NORTH SHERIDAN	259-9,10
UPTOWN SER STATION INC	4900 N BROADWAY	260-9

EXECUTIVE SUMMARY

Site	Address	Map ID
SUN CHEVROLET	4849 N BROADWAY	262-9
PARKING LOT	4843 N BROADWAY	262-9
GUNNISON STREET LOFTS	4840 N BROADWAY	262-9
GOODYEAR ASC 6146	4809 N BROADWAY	265-9
ARAGON BALLROOM	1106 W LAWRENCE AVE	266-9,11
THE LAWRENCE HOUSE	1020 W. LAWRENCE AVE.	267-9,10,11,12
SARA ENTERPRISE INC	1063 W LAWRENCE	268-9,10,11,12
INSTITUTE OF CULTURAL AFFAIRS	4750 N SHERIDAN RD	269-9,10,11,12
IZA SEGUNDO	4740 N RACINE AVE	270-9,11
APARTMENT BUILDING	4755-57 N. MALDEN	271-9,11
#023685	4701 N SHERIDAN	273-11,12
1014-1036 W LELAND BUILDING	1014-1036 W LELAND	273-11,12
UPTOWN SQUIRE	4700-4720 N BROADWAY TH	274-11
BUDDHIST TEMPLE OF CHICAGO	1151 W LELAND	274-11
STYLE HOUSE	4661 N. BROADWAY	275-11
4645 NORTH SHERIDAN APTS IL 2-	4645 N SHERIDAN	276-11,12
SHERIDAN RD BLDG	4640 N SHERIDAN RD	276-11,12
WILLIAMS VICTOR	931-939 WILSON AVE	279-12
APARTMENT BUILDING	932-34 W WILSON THIRD P	279-12
TRUMAN COLLEGE	1145 WEST WILSON AVENUE	282-11
APT BUILDING	4536 N MAGNOLIA	284-11
STEWART SCHOOL, REGION 1	4525 N. KENMORE	285-11,12
FORMER ALDI STORE/WILSON YARD	4450 N. BROADWAY AVE.	288-11,12
WILSON RAIL TERMINAL	1036 W MONTROSE AVE	290-11,12
COMBINED INS CO OF AMERICA	4348 N BROADWAY ST	290-12
1140 WEST MONTROSE	1140 WEST MONTROSE	291-11
SAINT MARY OF THE LAKE CHURCH	4200 N. SHERIDAN	296-12
ROWLAND FUNERAL HOME	4152 N SHERIDAN	297-12
PERRILO JOE	4117 N BROADWAY	298-12
B M W SHOWROOM	4117 N BROADWAY	298-12
CHECKER TAXI CO INC	4068 N BROADWAY	299-12
UPTOWN RENTAL CTR	4055 N BROADWAY	299-12
PALACIO	4036-4046 N SHERIDAN RD	300-12
LAUNDRY	4019 N SHERIDAN	301-12
SHELL SERVICE STATION	953 W IRVING PARK SHERI	301-12
WAREHOUSE BUILDING	933-937 W IRVING PARK R	302-12
THOREK HOSPITAL & MEDICAL CENT	850 W IRVING PARK ROAD	303-12
BP	841 WEST IRVING PARK RO	303-12
1015-17 WEST DAKIN PARTNERS LL	1015-17 WEST DAKIN AVEN	307-11,12
LAKESIDE CLNRS/SHIRT LAUNDRY I	3945 N SHERIDAN	307-12
MOBIL FOOD MART	3901 BROADWAY	309-12
DAKIN I PROPERTIES	925 W DAKIN	310-12
3930 NORTH CLARK APTS IL 2-58	3930 N CLARK ST	311-11
MULTI-UNIT RESIDENTIAL BUILDIN	3919 N. FREMONT	312-12
FREMONT PLACE ROWHOUSES	3910 N FREMONT	312-12
LOFTS	920 W SHERIDAN AVE	315-12
3836 NORTH CLARK LLC	3836-3846 NORTH CLARK S	317-11
3836 N. CLARK ST.	3836-46 NORTH CLARK ST.	317-11
CHICAGO CUBS GREEN PARKING LOT	3801 NORTH RACINE AVE.	319-11
MARIGOLD BOWL	828 W. GRACE STREET	320-12
VACANT LOT	3763 N CLARK	323-11
VACANT LOT	3631 N HALSTED	324-12
CUBS PARK SER STATION	3650 N CLARK ST	327-11
CIRCLE K #6711	801 WEST ADDISON	329-12
CENTER ON HALSTED	3628-3656 N. HALSTED ST	329-12
NORTH HALSTED GARAGE	3640 N HALSTED ST	329-12

EXECUTIVE SUMMARY

Site	Address	Map ID
UNI-ROYAL TIRE SERVICE CO	3601 N HALSTED ST	329-12
EUROPEAN & US CAR SERVICE	3500 N HALSTED ST	329-12
AUTO EXPERT	1150 W ADDISON	331-11
2 STORY BUILDING	3549-51 N CLARK ST	332-11,12
DUBIN RESIDENTIAL COMMUNITIES	3516 N SHEFFIELD	333-12
CHICAGO CUBS BROWN PARKING LOT	1152 WEST EDDY	335-11
EQUITY CHICAGO REAL ESTATE CO	1140 W CORNELIA	338-11
ROSCOE RACINE SER	3425 N RACINE	340-11,13
LASALLE NATIONAL TRUST #111589	3405-09 N. RACINE AVENU	340-11,13
SHELL SER STATION	2801 N WESTERN DIVERSEY	346-13
COMMERCIAL RESIDENCE	3328 N CLARK	347-14
RACINE FUEL CO	3310 N RACINE AVE	348-13
HATTIE CALINER APTS	855 W ALDINE	349-14
VACANT WAREHOUSE	1230 W. SCHOOL STREET	350-13
HAWTHORNE SCHOOL	3319 N CLIFTON AVE	351-13
JERRYS AUTO REPAIR	3250 N SHEFFIELD ST	353-14
EUROPEAN AMER AUTO REPAIR SHOP	3234 N SHEFFIELD	353-14
CHICAGO URBAN PROPERTIES INC	3228 N HALSTED	354-14
VACANT LOT	3224 N HALSTED	354-14
BELMONT STATION EXPANSION	3206 N. WILTON	357-14
MEDICAL OFFICE BUILDING	916 W. BELMONT	357-14
RESTAURANT GARAGE	929 W. BELMONT AVENUE	357-14
CONSTRUCTION SITE	945 W. BELMONT AVENUE	357-14
ILLINOIS MASONIC MEDICAL CENTE	856 W. NELSON	361-14
LASALLE BANK NI LAKEVIEW	3051 N CLARK ST	362-14
MILITOS BODY SHOP	3030 N CLARK	362-14
CONSTRUCTION SITE	3000 N HALSTED	363-14
SHEFFIELD PARTNERSHIP	2815 N SHEFFIELD	374-14

IL HWAR: Each year, Illinois hazardous-waste generators tell the Illinois EPA the amounts and kinds of hazardous waste they produced during the previous year. Generators indicate by code the types of wastes produced and the steps they took to manage these wastes. If some or all of these wastes were sent to commercial treatment, storage, and disposal facilities (TSDFs), that information and the identity of each receiving facility also are submitted. Illinois TSDFs likewise report the types and quantities of wastes received from in-state and out-of-state generators; they also report the procedures they used to manage these wastes.

A review of the IL HWAR list, as provided by EDR, and dated 12/31/2009 has revealed that there are 351 IL HWAR sites within the searched area.

Site	Address	Map ID
DEGIULIO KITCHEN & BATH INC	119 CENTRAL AVE	1-1,2
BAHAI NATIONAL CENTER	100 LINDEN AVENUE	3-2
DANIELS AUTO SVC	517 4TH ST	4-1
DUXLER COMPLETE AUTO CARE	516 4TH ST	4-1
MODERNE CLEANERS INC	403 LINDEN AVE	4-1
CYRUS INC	350 LINDEN AVE	5-1
SHAWNEE SVC GARAGE INC	332 LINDEN AVE	5-1
CHICAGO TRANSIT AUTHORITY	349 LINDEN AVE	5-1
EVANSTON HOSPITAL	2650 RIDGE AVE	6-2,4
EVANSTON NORTHWESTERN HTHCARE	1301 CENTRAL ST	7-3,4
EVANSTON, CITY OF	1105 CENTRAL ST	9-4
PETER JANS COMMUNITY GOLF COUR	1040 CENTRAL STREET	10-4
NORTH SHORE MEDICAL CENTER LTD	1000 CENTRAL ST	10-4

EXECUTIVE SUMMARY

Site	Address	Map ID
EVANSTON NORTHWESTERN HEALTHCA	2500 RIDGE AVE STE 105	13-4
COS III	2500 RIDGE AVE	13-4
COLLEGE CLEANERS	813 NOYES	18-4
NOYES CULTURAL ARTS CTR	927 NOYES ST	19-4
SOLID WASTE AGENCY COOK CO	2100 RIDGE AVE	21-4
CRADLE THE	2049 RIDGE AVE	22-4
NORTHWESTERN UNIVERSITY	2020 RIDGE AVE	22-4
MATHER PAVILION @ WAGNER	820 FOSTER ST	23-4
CARD-O-LINK CO	1948 RIDGE	24-3,4
WARD MFG	1110 EMERSON ST	26-4
EVANSTON, CITY OF	1102 EMERSON AVE	26-4
LAKE CITY CLEANERS LLC	821 EMERSON ST	27-4
EQUIVA SVCS LLC	824 EMERSON	27-4
CHS 1839 RR ASSOC	1839-49 E RAILROAD AVE	29-4
EVANSTON, CITY OF	1033-1035 UNIVERSITY PL	32-4
ENH RESEARCH INSTITUTE	1001 UNIVERSITY PL	32-4
OPTIMA HORIZONS, L.P.	800 ELGIN AVE	33-4
PRENTISS PROPERTIES	1816 SHERMAN AVENUE	33-4
MAPPIX	1800 SHERMAN AVE STE 20	33-4
NATIONAL SCHOOL TOWEL SVC	1815 RIDGE AVE	34-3,4
NORTHWESTERN UNIVERSITY	1801 MAPLE AVE	35-4
NUTRASWEET CO	1801 MAPLE AVE-B	35-4
CHICAGO TRANSIT AUTHORITY	BENSON & CLARK ST	36-4
NORTHWESTERN GAS, LIGHT & COKE	912 CLARK STREET	36-4
EVANSTON ATHLECTIC CLUB	1723 BENSEN	38-4
CHURCH ST PLAZA LLC	1701 MAPLE AVE	38-4
CENTRUM PROPERTIES	1700 SHERMAN AVE	39-4
NORMANDALE PROPERTIES	1701 SHERMAN AVE.	39-4
HERTZ CORP	910 CHURCH ST	40-4
NORTHWESTERN UNIVERSITY	1725 ORRINGTON	41-4
TIMES SQUARE CAPITOL MANAGEMEN	1710 ORRINGTON AVE.	41-4
CHURCH ST CHI AVE PROJECT	1719 CHICAGO AVE	42-4
WILMETE REAL ESTATE	636 CHURCH ST	43-4
OSCO 5627	1630 SHERMAN	44-4
EVANSTON, CITY OF	1616 SHERMAN AVE	44-4
USPS EVANSTON	1101 DAVIS ST	45-4
NORTH SUBURBAN PRINTING	1100 DAVIS ST	45-4
SHERMAN PLAZA VENTURE LLC	820 DAVIS ST	46-4
JOHN BUCK CO, THE	1603 ORRINGTON AVE	46-4
RADAIOS TRUST 105032-0-1	1033 DAVIS ST	47-4
IMPORTS DOMESTIC AUTO	1015 DAVIS ST	47-4
WASHINGTON NATIONAL INSURANCE	1630 CHICAGO AVE	48-4
SUPERCROWN BOOK STORE	1633 CHICAGO AVE	48-4
DAVIS STREET LAND CO LLC	630 DAVIS ST	48-4
WR PROPERTY MGMT CO LLC	1560 OAK AVE	49-4
LASSEN, ADELLA	1575 OAK AVE.	49-4
EVANSTON HEALTH CENTER	500 DAVIS	51-4
ONE ROTARY CTR CUSHMAN & WAKEF	1560 SHERMAN AVE STE 31	52-4
DART CUSTOM CLEANERS	1565 SHERMAN	52-4
KING HOME	1555 OAK AVE	53-4
GROVE ELMWOOD SVC	900 GROVE ST	56-4
ILLINOIS BELL D/B/A AT&T ILLIN	1520 CHICAGO AVE	57-4
1500 CHICAGO AVE LLC	1500 CHICAGO AVE	57-4
PEGGIE ROBINSON DESIGNS	1514 SHERMAN AVE	58-4
WILSON TERRY ASSOC.	1508 ELMWOOD AVE.	59-4
EVANSTON CLEANERS	1463 ELMWOOD AVENUE	59-4

EXECUTIVE SUMMARY

Site	Address	Map ID
MWRD EVANSTON PUMP STATION	1455 ELMWOOD AVE	59-4
EVANSTON POLICE DEPARTMENT	1454 ELMWOOD AVE	59-4
PARKING LOT	1460 SHERMAN AVE.	61-4
ST. PAUL'S LUTHERAN CHURCH	1004 GREENWOOD ST.	63-4
SAVINGS OF AMERICA BANK 474	1336 CHICAGO AVE	66-4,6
KENS CLEANER	827 DEMPSTER	67-4,6
ROSE IRA	516 DEMPSTER ST	69-4,6
EVANSTON, CITY OF	425 DEMPSTER ST	70-4,6
CHICAGO AVENUE PLACE	1224 CHICAGO AVE	72-6
LEVY VENTURE MGMT	1212-1230 CHICAGO AVE	72-6
EQUILON ENTERPRISES LLC	1201 CHICAGO AVE	72-6
JEWEL OSCO 3428	1128 CHICAGO AVE	74-6
JOE LEVYS TOYOTA	1111 CHICAGO AVE	74-6
O'BRIEN, PATRICK	1119 JUDSON	75-6
LES SIMS OLDS INC (LEASEE)	1012 CHICAGO	77-6
STANLEY BUICK	1033 CHICAGO AVE	77-6
DUXLER TIRE CAR CARE	1015 CHICAGO AVE	77-6
DOC ABLES AUTO CLINIC	936 CHICAGO AVE	78-6
GREAT BANK NA	603 MAIN ST	80-6
BROWN, SANDRA	725 WASHINGTON	82-6
AMERICAN NATL BANK TRST 46141	855 HINMAN AVE	83-6
BEVCO MFG CO	831 CHICAGO AVE	84-6
STUDIO STITCHERS	825 CHICAGO AVE	84-6
AM DEVELOPMENT	817 CHICAGO AVE	84-6
CONNOLLY, ROBERT B	816 HINMAN AVE	85-6
HARRIS TR 33644	800 HINMAN	85-6
BUSY BEE CLEANERS	518 KEDZIE ST	85-6
STEVEN SIMMS SUBARU	715 CHICAGO AVE	86-6
ERDCO ENGINEERING CORP	721 CUSTER AVE	87-6
WAGNER, FRED TRUST 33-3204	729 JUDSON	88-6
SOUTHPOINT PLAZA	635 CHICAGO AVE	89-6
EVANSTON ONE HOUR CLEANERS	635 CHICAGO AVE # 2	89-6
KENARD CONSTRUCTION	601 LINDEN PL	91-6
MATAN, HELEN	828 SEWARD	93-6
EVANSTON, CITY OF	607-621 CUSTER AVE	94-6
APPETIZERS & INC.	537 CUSTER AVE.	95-6
REBA PLACE CHURCH	535 CUSTER	95-6
CG JUNG INSTITUTE	550 CALLON	96-6
DOMINICKS FINER FOODS	525 CHICAGO AVE	97-6
SCHWARTZHOFF CLEANERS	600 OAKTON ST	98-6
CUSTER CORP.	417-425 CUSTER AVE.	99-6
406 NORTH CALLAN PARTNERSHIP	406 N CALLAN	100-6
KASECO MGT.	335 CUSTER AVE.	101-6
CATHOLIC BISHOP OF CHICAGO COR	301 CHICAGO AVE.	103-6
WR PROPERTY MANAGEMENT LLC	1548 W JUNEWAY TER	106-6
CHICAGO TRANSIT AUTHORITY	7750 N HASKINS	107-6
CHICAGO PARK DISTRICT	7710 N PAULINA	109-6
ABU-KHALIL & SWEISS	140 CHICAGO AVENUE	111-6
NEW TECH AUTO NUMBER 2	132 CHICAGO AVE	113-6
APARTMENT BUILDING	7635-7645 ROGERS AVE	114-6
CHICAGO TRANSIT AUTHORITY	1649 W HOWARD ST	115-6
PEOPLES HOUSING	1619 W HOWARD AVE	115-6
NATIONAL LEAD CO	1607 HOWARD ST	115-6
EVANSTON DISCOUNT DRY CLEANERS	729 W HOWARD ST	116-6
NORTH SUBURBAN AUTOMOTIVE SUPP	641 HOWARD STREET	117-6
Not reported	555 HOWARD ST	118-6

EXECUTIVE SUMMARY

Site	Address	Map ID
HOWARD STREET STATION	413-421 HOWARD STREET	120-6
HOWARD TIRE SHOP	1533-37 W HOWARD	121-6
NORDIS INC/NORTOWN CLEANERS	1529 W HOWARD ST	121-6
STANDARD, NORMS	1419 W HOWARD	122-6
AMOCO 18726	7550 N SHERIDAN	124-6
AMOCO OIL CO	7500 SHERIDAN RD	124-6
LEVY VENTURE MGMT	7524 N WOLCOTT AVE	125-6
AMBER AUTOMOTIVE	7525 N WOLCOTT	125-6
LERNER NEWSPAPERS INC	7519 N ASHLAND AVE	126-6
7500 N ASHLAND AVE	7500 N ASHLAND AVE	126-6,7
BIRCHWOOD LLC	7521 N DAMEN	127-6
SWC CLARK & HOWARD IL LLC	7516 N CLARK ST	129-6,7
CLARK & BIRCHWOOD	7500 N CLARK ST	129-6,7
RUNGES TIRE LTD	7451 N CLARK ST	132-6,7
JORDAN COMMUNITY SCHOOL	7414 N WOLCOTT	135-6,7
WALGREENS 1308	7410 N CLARK ST	136-7
ELITE INC	1524 W JARVIS	137-7
UNITED AUTOMOTIVE	7368 N CLARK ST	139-7
BUSTER JOHNS	7364 N CLARK	139-7
MAYFAIR APARTMENTS	7347 N SHERIDAN RD	140-7
HOME	7314-7330 N SHERIDAN	143-7
COMED	CHASE AVE & SHERIDAN RD	143-7
COMED-MANHOLE 43011	7220 N GREENVIEW	144-7
LEONE BEACH PARK	1222 W TOUHY AVE	145-7
MULTI-UNIT RESIDENTIAL BUILDIN	1360 W. TOUHY	146-7
ROGERS PARK CITGO	7138 N. SHERIDAN RD.	148-7
CHICAGO (ST WK), CITY OF	7138 N SHERIDAN RD-B	148-7
ESTES AVENUE CONDOMINIUMS	1404 W ESTES AVE	149-7
CHICAGO PARK DIST	1320 W GREENLEAF	151-7
EUGENE FIELD SCHOOL	7019 N ASHLAND BLVD	152-7
RESIDENTIAL/COMMERCIAL BUILDIN	1154 W. LUNT AVENUE	153-7
DANA E MORRISON JR CO	1225 W MORSE ST	155-7
JAMES YOUNG CORP	1317 W MORSE AVE	156-7
CHARLES VARIETY & TRUE VALUE	1512-1518 W MORSE AVE	158-7
MORNINGSIDE COURT APARTMENTS	1520 W MORSE AVE	158-7
COLE TAYLOR BANK	6928 N WAYNE ST	159-7
CHICAGO DOT	6900 N GLENWOOD AVE	160-7
APARTMENT COMPLEX	6832 N WAYNE AVE	161-7
WAYNE APARTMENTS	6812 N WAYNE	161-7
Not reported	1340 W PRATT	161-7
COMED	1404 W PRATT	162-7
SHERIDAN CLEANERS & TAILORS	6748 N SHERIDAN RD	164-7
AMER NATL BNK & TRST CO #30016	6708 N LAKEWOOD	165-7
AMOCO SS#5258 FAC#10677	6601 N. SHERIDAN	167-7
COMED	1210 ALBION AVE	167-7
ROGER S SULLIVAN HS	6631 N BOSWORTH AVE	169-7
LOYOLA UNIVERSITY	6525 N SHERIDAN RD	173-7
KILMER	6700 N GREENVIEW	174-7
PROTECT INC	6428 N MAGNOLIA	177-7
MIFFY CO	6424 N MAGNOLIA	177-7
ABBOTT LABORATORIES	1152 SHERIDAN RD	179-7
ST JAMES PLACE APOARTMENTS	6321 N WINTHROP	183-7
SHORELINE TOWERS	6301 N SHERIDAN RD	185-7,8
SACRED HEART SCHOOLS	6250 N SHERIDAN RD	188-7,8
NORTH SHORE AUTO REBUILDERS IN	6240 N BROADWAY AVE	189-7
MCDONALDS CORP	6231 BROADWAY	189-7

EXECUTIVE SUMMARY

Site	Address	Map ID
EL LAGO CONDOMINIUMS	6157 N SHERIDAN	191-7,8
VACANT LOT	6151 N. SHERIDAN ROAD	191-7,8
SCHORVITZ, MAX	6145 N SHERIDAN RD	191-7,8
GRANVILLE TOWERS CONDOMINIUM A	6166 N SHERIDAN RD	191-7,8
ONE HOUR CLEANERS	1110-1112 W GRANVILLE A	192-7
ILL BELL TELEPHONE CO	6147 N BROADWAY	194-7
RESIDENTIAL BUILDING	1232 W HOOD	195-7,9
VENCOR HOSPITAL LAKE SHORE	6130 N. SHERIDAN RD.	197-7,8,9,10
SHEIDAN TOWERS PARTNERSHIP	6030 N SHERIDAN RD	199-9,10
BECOVIC MANAGEMENT	6012 N KENMORE	201-9,10
THORNDALE/WINTHROP BLD PTNRSH	5934 N WINTHROP	203-9
GEORGE SWIFT SCHOOL	5900 N WINTHROP AVE	203-9
HUNTER PROPERTIES	5943 N BROADWAY	204-9
MILITARY & NAVAL DEPT CHIC BRO	5917 N BROADWAY AVE	204-9
DOVE EAST CLEANERS	1132 W THORNDALE AVE	206-9
VERONA APARTMENTS	5860 N KENMORE	207-9,10
CHICAGO, CITY OF, POLICE DEPT	5827 N MAGNOLIA	210-9
5816 N SHERIDAN RD BLDG	5816 N SHERIDAN RD	211-9,10
OSTERMAN BEACH LIGHTHOUSE	5800 N SHERIDAN RD	211-9,10
BEACH PT TOWER CONDO ASSN	5801 N SHERIDAN	211-9,10
COM ED ARDMORE STA	1128 ARDMORE AVE	212-9
T H AUTO SERVICE	5743 N BROADWAY	213-9
BROADWAY COMMONS	5725 N BROADWAY	215-9
GERMAN MOTORS AUTO SERVICE	5734 N BROADWAY AVE	215-9
COMAR INDUSTRIES	5715-5719 N BROADWAY ST	215-9
EDGEWATER UPTOWN BLDG. CORP.	5710 NORTH BROADWAY	215-9
HOLLYWOOD TOWERS CONDOMINIUM A	5701 N SHERIDAN	216-9,10
WILMETTE REAL ESTATE & MGMT CO	5630 N SHERIDAN STE 129	219-9,10
LAKE SHORE TOWERS	5600 N SHERIDAN	219-9,10
CENTRUM EQUITIES INC	5631 N RIDGE AVE	220-9
WR PROPERTY MGMT CO LLC	5633 N KENMORE AVE	221-9,10
WR PROPERTY MGT	5625 N WINTHROP AVE	222-9
GOLD CLEANERS	1108 W BRYN MAWR	222-9
EDGEWATER BEACH APARTMENTS COR	5555 N SHERIDAN RD	226-9,10
BRYN MAWR CARE INC	5547 N KENMORE	227-9,10
HABITAT FOR HUMANITY	5530 N WINTHROP	229-9
TWO-FLAT BUILDING	5517 N. WAYNE AVENUE	231-9
BRUNDAGE OPERATING ACCOUNT	1122 W CATALPA	232-9
NORTH SHORE ELITE AUTO SVC INC	1123 CATALPA AVE	232-9
A W ZENGELER NO SIDE UNIFORM	5427 N BROADWAY	233-9
EDGEWATER PLAZA CONDO ASSOC	5445 N SHERIDAN RD	234-9,10
BALMORAL AUTO WERKS	1122 W BALMORAL AVE	235-9
MURRAYS 405	5227 N BROADWAY ST	241-9
CHICAGO TITLE & TRUCT CO 3350	5201 N BROADWAY	241-9
FOSTER & BROADWAY MARATHON	5156 N. BROADWAY	241-9
KENMORE PLAZA	5225 N KENMORE	242-9,10
DOMINICK'S	5201 N. SHERIDAN ROAD	243-9,10
FORMER WILLIAM C. GOUDY BRANCH	1053 W. FOSTER	244-9,10
EDGEWATER BEACH	1122 W FOSTER	245-9
EP AUTO REPAIR	1127 W FOSTER	245-9
WILLIAM C GOUDY SCHOOL	5120 N WINTHROP	246-9
CPS	5132 N KENMORE	247-9,10
JOSE J MARTI BIL ED CTR GOUDY	5126 N KENMORE	247-9,10
PARK TERRACE APARTMENT BLDG	940 W WINONA	248-10
GRAN ADELL MFG CO	1111 W WINONA	249-9
IEPA PATSON PEST CONTROL	1310 W CARMEN	250-9

EXECUTIVE SUMMARY

Site	Address	Map ID
SHERIDAN PLAZA CLEANERS	5026 N SHERIDAN	251-9,10
APARTMENT BUILDING (KENMORE AP	5040 N. KENMORE AVE.	252-9,10
SUN OLDSMOBILE	4925 N BROADWAY	253-9
SPANISH EPISCOPAL/ST. AUGUSTIN	1333 W. ARGYLE	258-9
UPTOWN SER STATION INC	4900 N BROADWAY	260-9
JOHN T MCCUTCHEON SCHOOL	4865 N SHERIDAN RD	261-9,10
DAWAZAM II LLC	4855 N BROADWAY	262-9
SUN CHEVROLET	4849 N BROADWAY	262-9
EMERALD DEVELOPMENT CO	4843 BROADWAY CO	262-9
GOODYEAR ASC 6146	4809 N BROADWAY	265-9
INTERNATIONAL CLEANER	1023 W LAWRENCE AVE	267-9,10,11,12
ANDREW MAXWELL LAW FIRM	1063 LAWRENCE AVE.	268-9,10,11,12
GB PROPERTY MGMT	4760 N RACINE	270-9,11
IZA SEGUNDO	4740 N RACINE AVE	270-9,11
#023685	4701 N SHERIDAN	273-11,12
BUDDHIST TEMPLE OF CHICAGO	1151 W LELAND	274-11
4645 NORTH SHERIDAN APTS IL 2-	4645 N SHERIDAN	276-11,12
UPCORP/GROWING UPTOWN	4628-4636 N WINTHROP AV	277-11,12
WILSON BUILDING	920 WILSON AVE	279-12
BOCH, TIMOTHY	931-939 W WILSON AVE	279-12
BANK OF CHICAGO	1050 W WILSON AVE	280-11,12
CITY COLLEGES OF CHICAGO	1145 W WILSON AVE	282-11
STEWART ELEMENTARY SCHOOL	4525 N KENMORE AVE	285-11,12
TRUMAN TECH CTR	1200 W SUNNYSIDE	287-11
TARGET STORE 2373	4466 N BROADWAY ST	288-11,12
Not reported	4450 N BROADWAY	288-11,12
IEPA	4425 N MAGNOLIA	289-11
AZUSA BUILDING	1024-1026 W MONTROSE AV	290-11,12
WILSON RAIL TERMINAL	1036 W MONTROSE AVE	290-11,12
WILSON YARDS DEVELOPMENT 1 LLC	4400-4428 N BROADWAY AV	290-11,12
JEWEL OSCO 3455	4355 N SHERIDAN	290-12
COMBINED INS CO OF AMERICA	4348 N BROADWAY ST	290-12
1140 WEST MONTROSE	1140 W MONTROSE	291-11
SCOTLAND YARD APARTMENTS	4215-4233 N BROADWAY ST	294-12
ROWLAND FUNERAL HOME	4152 N SHERIDAN	297-12
PRINCESS CLEANERS	4136 N BROADWAY ST	298-12
CHECKER TAXI CO INC	4068 N BROADWAY	299-12
CHECKER CAB	4068 N BROADWAY ST-B	299-12
UPTOWN RENTAL CTR	4055 N BROADWAY	299-12
WAREHOUSE BUILDING	933-937 W IRVING PARK R	302-12
EQUIVA SVCS LLC	953 W IRVING PARK RD	302-12
THOREK HOSPITAL & MEDICAL CENT	850 W IRVING PARK ROAD	303-12
CHICAGO, CITY OF ABANDONMENT	841 W IRVING PARK RD-B	303-12
THE LOEWEN GROUP INT'L	777 IRVING PARK RD.	304-12
CHICAGO PARK DISTRICT	1100 W IRVING PARK RD	305-11,12
VACANT LOT	1047-1049 W IRVING PK R	305-11,12
SOS CLEANERS INC	3959 BROADWAY	306-12
DAKIN PARTNERS/APTS	1015-17 W DAKIN AVE	307-11,12
CHICAGO POLICE DEPT-METH LAB	818 W DAKIN	308-12
MOBIL FOOD MART	3901 BROADWAY	309-12
CHICAGO HOUSING AUTHORITY	3930-3940 N CLARK	311-11
FREMONT PLACE ROWHOUSES	3910 N FREMONT	312-12
HORACE GREELEY SCHOOL	832 W SHERIDAN RD	314-12
LOFTS	920 W SHERIDAN AVE	315-12
MAYFLOWER MOVING & STORAGE	941-957 W SHERIDAN RD	315-12
SUN CLEANERS	3839 N BROADWAY	316-12

EXECUTIVE SUMMARY

Site	Address	Map ID
PONG IMPORT & US SVC INC	3848 N CLARK	317-11
3836 N CLARK LLC	3836-3846 N CLARK	317-11
STAMATIS PROPERTY	1207 W GRACE	321-11
BERNARD ZELL ANSHE EMET DAY SC	3741-3749 N BROADWAY ST	322-12
JAI YEN RESTAURANT	3736 N BROADWAY ST	322-12
VACANT LOT	3753 N CLARK	323-11
JOHN V LEMOYNE SCHOOL	815 W WAVELAND AVE	324-12
IDEAL TOOL & MFG-MULLER DIV OF	3721 N CLARK	325-11
JOHN V LEMOYNE SCHOOL	851 W WAVELAND	326-12
CUBS PARK SER STATION	3650 N CLARK ST	327-11
EQUIVA SVCS LLC	801 W ADDISON	329-12
NORTH HALSTED GARAGE	3640 N HALSTED ST	329-12
NORTH HALSTED	3628-56 N HALSTED ST	329-12
UNI-ROYAL TIRE SERVICE CO	3601 N HALSTED ST	329-12
SALVATION ARMY	3539 N HALSTED	329-12
EUROPEAN & US CAR SERVICE	3500 N HALSTED ST	329-12
ILLINOIS BELL C/O SBC ENVIRONM	1060 W ADDISON	330-11,12
LUIS AUTO REPAIR	1031-35 W ADDISON	330-11,12
AUTO EXPERT	1150 W ADDISON	331-11
SBC Q11320	3532 N SHEFFIELD	333-12
DUBIN RESIDENTIAL COMMUNITIES	3516 N SHEFFIELD	333-12
SBC	3535 N SHEFFIELD AVE	333-12
CREATIVE CONST LTD	1151 W EDDY ST	335-11
G&S AUTOMOTIVE	3478 N CLARK ST	337-11,12
SVENS SWEDISH SATISFACTION LT	3454 N SHEFFIELD	337-12
GERBER AUTO REBUILDERS INC	3425 N HALSTED	339-12,14
ROSCOE RACINE SER	3425 N RACINE	340-11,13
LASALLE NATIONAL TRUST #111589	3405-09 N. RACINE AVENU	340-11,13
HAWTHORN CT LP	1144-52 W ROSCOE	342-11,13
RIDDELL INC	1151 W ROSCOE	342-11,13
BUDS AUTO REPAIR & BODYSHOP	1117 W ROSCOE	343-11,13
CHICAGO TRANSIT AUTHORITY	3360 N CLARK ST	344-12,14
COMMERCIAL RESIDENCE	3328 N CLARK	347-14
MAECORP INC	3310 N RACINE	348-13
CHA-HATTIE CALLNER APARTMENTS	855 W ALDINE	349-14
SWARTZ PRODUCTS INC	1230 W SCHOOL ST	350-13
HAWTHORNE SCHOOL	3319 N CLIFTON AVE	351-13
MARATHON CENTER	3224-28 N HALSTED ST	354-14
NO SURRENDER INC	1056 W BELMONT AVE	356-13,14
MIDCITY AUTO CARE	1101 W BELMONT AVE	356-13,14
CTA BELMONT STATION	945-949 W BELMONT	357-14
WALGREENS 6270	1001 BELMONT	358-14
SUN LIGHT CLEANERS	3113 N HALSTED	359-14
WALGREENS 3949	3046 N HALSTED ST	359-14
OSCO DRUG 638	3101 N CLARK	359-14
INTER AMERICAN MAGNET SCHOOL	919 W BARRY	360-14
<i>Not reported</i>	836 W NELSON ST	361-14
MILITOS BODY SHOP	3030 N CLARK	362-14
CONSTRUCTION SITE	3000 N HALSTED	363-14
ADVOCATE IL MASONIC MEDICAL CT	811 W WELLINGTON	364-14
ADVOCATE ILLINOIS MASONIC MEDI	836 W. WELLINGTON AVE	365-14
CHICAGO TRANSIT AUTHORITY	945 W WELLINGTON AVE	366-14
CHICAGO, CITY OF	2917 N SHEFFIELD	369-14
CASTLEBAR ENTERPRISES LLC	2901 N HALSTED ST	370-14
IEPA	945 W GEORGE ST	372-14
AGASSIZ	2851 N SEMINARY	373-13,14

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
NIEDERMAIER DISPLAY INC	2835 N SHEFFIELD AVE	374-14
CHICAGO HONDA AUTHORITY	2825 N SHEFFIELD	374-14

NY MANIFEST: Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

A review of the NY MANIFEST list, as provided by EDR, has revealed that there is 1 NY MANIFEST site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
DEMCO	1225 W MORSE	155-7

WI MANIFEST: Hazardous waste manifest information.

A review of the WI MANIFEST list, as provided by EDR, has revealed that there are 8 WI MANIFEST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
DANIELS AUTO SVC	517 4TH ST	4-1
SOLID WASTE AGENCY N COOK COUN	2100 RIDGE AVE	21-4
TECHNIKROM INC	1801 MAPLE AVE	35-4
ALLTECH AUTO INC	1324 SHERMAN AVE	67-4,6
LOYOLA UNIVERSITY	6525 N SHERIDAN RD	173-7
UPTOWN AUTO SVC	5745 N BROADWAY	213-9
GERBER AUTO REBUILDERS INC	3425 N HALSTED	339-12,14
ADVOCATE IL MASONIC MED CTR	836 W WELLINGTON	365-14

IL SPILLS: A listing of incidents reported to the Office of Emergency Response.

A review of the IL SPILLS list, as provided by EDR, and dated 12/15/2011 has revealed that there are 17 IL SPILLS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
BAHAI NATIONAL CENTER	100 LINDEN AVENUE	3-2
DUXLER COMPLETE AUTO CARE	516 4TH STREET	4-1
NORTHWESTERN UNIVERSITY	1725 ORRINGTON	41-4
1500 CHICAGO AVE LLC	1500 CHICAGO AVE	57-4
PARKING LOT	1460 SHERMAN AVE.	61-4
Not reported	555 HOWARD ST	118-6
Not reported	1508 W JARVIS	138-7
Not reported	7347-7365 N SHERIDAN RD	140-7
Not reported	1340 W PRATT	161-7
HUNTER PROPERTIES	5943 N BROADWAY	204-9
Not reported	5348 N BROADWAY	236-9
CPS	5132 N KENMORE	247-9,10
Not reported	4450 N BROADWAY	288-11,12
Not reported	4200 N SHERIDAN RD	296-12

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
Not reported	1160 W IRVING PARK RD	305-11,12
Not reported	3221 N SEMINARY AVE	356-13,14
Not reported	836 W NELSON ST	361-14

IN SPILLS: The List of Spills Incidents from The Department of Environmental Management.

A review of the IN SPILLS list, as provided by EDR, and dated 12/15/2011 has revealed that there are 6 IN SPILLS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
Not reported	LAKE ST & ELMWOOD AVE	59-4
Not reported	1128 CHICAGO AVE	74-6
Not reported	1832 WEST JUNEWAY TERRA	105-6
Not reported	4740 N KENMORE AVE	272-9,10,11,12
Not reported	1021 W WILSON	281-11,12
Not reported	953 WEST IRVING PARK RO	302-12

IL ENG CONTROLS: Sites with Engineering Controls.

A review of the IL ENG CONTROLS list, as provided by EDR, and dated 11/18/2011 has revealed that there are 15 IL ENG CONTROLS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
LAKE CITY CLEANERS	831 EMERSON STREET	27-4
CONNECTICUT GENERAL LIFE INSUR	1710 ORRINGTON AVENUE	41-4
KASECO MGT.	335 CUSTER AVE.	101-6
EVANSTON DISCOUNT DRY CLEANERS	729 WEST HOWARD STREET	116-6
HOWARD STREET STATION	413-421 HOWARD STREET	120-6
NORDIS, INC.	1529 WEST HOWARD STREET	121-6
SWC CLARK AND HOWARD-IL, LLC	7516 NORTH CLARK STREET	129-6,7
MORNINGSIDE COURT APARTMENTS	1250 WEST MORSE AVENUE	154-7
SHERIDAN CLEANERS & TAILORS	6748 NORTH SHERIDAN ROA	164-7
DOMINICK'S STORE #12	6009 NORTH BROADWAY STR	200-9
GOLD CLEANERS	1100-1114 WEST BRYN MAW	222-9
TIMOTHY BOCH	931 WEST WILSON AVENUE	279-12
SCOTLAND YARD APARTMENTS	4215-4233 NORTH BROADWA	294-12
3836 NORTH CLARK, L.L.C.	3836 NORTH CLARK STREET	317-11
SBC Q11320	3532 NORTH SHEFFIELD AV	333-12

IL INST CONTROL: Legal or administrative restrictions on land use and/or other activities (e.g., groundwater use restrictions) which effectively limit exposure to contamination may be employed as alternatives to removal or treatment of contamination.

A review of the IL INST CONTROL list, as provided by EDR, and dated 11/18/2011 has revealed that there are 32 IL INST CONTROL sites within the searched area.

EXECUTIVE SUMMARY

Site	Address	Map ID
LAKE CITY CLEANERS	831 EMERSON STREET	27-4
CONNECTICUT GENERAL LIFE INSUR	1710 ORRINGTON AVENUE	41-4
EVANSTON CLEANERS	1463 ELMWOOD AVENUE	59-4
KEN WILLIAMS CLEANERS	827 DEMPSTER STREET	67-4,6
KASECO MGT.	335 CUSTER AVE.	101-6
EVANSTON DISCOUNT DRY CLEANERS	729 WEST HOWARD STREET	116-6
NORTH SUBURBAN AUTOMOTIVE SUPP	641 HOWARD STREET	117-6
HOWARD STREET STATION	413-421 HOWARD STREET	120-6
NORDIS, INC.	1529 WEST HOWARD STREET	121-6
LERNER NEWSPAPERS, INC.	7519 NORTH ASHLAND AVEN	126-6
RED E-CLEANERS	7500 N ASHLAND	126-6,7
SWC CLARK AND HOWARD-IL, LLC	7516 NORTH CLARK STREET	129-6,7
MORNINGSIDE COURT APARTMENTS	1250 WEST MORSE AVENUE	154-7
JAMES YOUNG CORPORATION	1317 WEST MORSE AVENUE	156-7
SHERIDAN CLEANERS & TAILORS	6748 NORTH SHERIDAN ROA	164-7
LAKESHORE CLEANER	1035 WEST GRANVILLE AVE	193-7,8
DOMINICK'S STORE #12	6009 NORTH BROADWAY STR	200-9
CENTRUM EQUITIES, INC.	5631 NORTH RIDGE AVENUE	220-9
GOLD CLEANERS	1100-1114 WEST BRYN MAW	222-9
AMOCO 5907	5556 NORTH SHERIDAN ROA	226-9,10
BROMANN PARK EXPANSION	5406 NORTH BROADWAY STR	233-9
TIMOTHY BOCH	931 WEST WILSON AVENUE	279-12
WILSON YARDS DEVELOPMENT	4450 NORTH BROADWAY STR	288-11,12
WILSON YARD-AZUSA	4400-4428 NORTH BROADWA	290-11,12
WILSON YARDS	1036 WEST MONTROSE AVEN	290-11,12
SCOTLAND YARD APARTMENTS	4215-4233 NORTH BROADWA	294-12
SOS CLEANERS	3959 NORTH BROADWAY AVE	306-12
MAYFLOWER MOVING AND STORAGE	941-957 WEST SHERIDAN R	315-12
SUN CLEANERS	3839 NORTH BROADWAY STR	316-12
3836 NORTH CLARK, L.L.C.	3836 NORTH CLARK STREET	317-11
SBC Q11320	3532 NORTH SHEFFIELD AV	333-12
BRIGHTON DEVELOPMENT LLC	3405-3409 NORTH RACINE	340-11,13

IL SRP: Illinois Environmental Protection Agency, Site Remediation Program Database

A review of the IL SRP list, as provided by EDR, and dated 11/18/2011 has revealed that there are 49 IL SRP sites within the searched area.

Site	Address	Map ID
SISSLA CONDO ASSOCIATION	1210-1222 CENTRAL STREE	8-3,4
LAKE CITY CLEANERS	831 EMERSON STREET	27-4
PRENTISS PROPERTIES	1816 SHERMAN AVENUE	33-4
NORTHWESTERN GAS, LIGHT & COKE	912 CLARK STREET	36-4
CHURCH STREET PLAZA	1701-1749 MAPLE AVENUE	38-4
CONNECTICUT GENERAL LIFE INSUR	1710 ORRINGTON AVENUE	41-4
WASHINGTON NATIONAL INSURANCE	1630 CHICAGO AVE	48-4
EVANSTON CLEANERS	1463 ELMWOOD AVENUE	59-4
SAVINGS OF AMERICA BANK	1336 CHICAGO AVENUE	66-4,6
KEN WILLIAMS CLEANERS	827 DEMPSTER STREET	67-4,6
BUSY BEE CLEANERS	516-532 KEDZIE STREET	85-6
KASECO MGT.	335 CUSTER AVE.	101-6
EVANSTON DISCOUNT DRY CLEANERS	729 WEST HOWARD STREET	116-6
NORTH SUBURBAN AUTOMOTIVE SUPP	641 HOWARD STREET	117-6

EXECUTIVE SUMMARY

Site	Address	Map ID
HOWARD STREET STATION	413-421 HOWARD STREET	120-6
NORDIS, INC.	1529 WEST HOWARD STREET	121-6
LERNER NEWSPAPERS, INC.	7519 NORTH ASHLAND AVEN	126-6
RED E-CLEANERS	7500 N ASHLAND	126-6,7
SWC CLARK AND HOWARD-IL, LLC	7516 NORTH CLARK STREET	129-6,7
WALGREEN STORE # 01308	7410 NORTH CLARK STREET	136-7
H.O.M.E.	7314-7330 NORTH SHERIDA	143-7
WOO DEVELOPMENT & INVESTMENTS	1154 WEST LUNT AVENUE	153-7
MORNINGSIDE COURT APARTMENTS	1250 WEST MORSE AVENUE	154-7
JAMES YOUNG CORPORATION	1317 WEST MORSE AVENUE	156-7
SHERIDAN CLEANERS & TAILORS	6748 NORTH SHERIDAN ROA	164-7
CHICAGO DEPARTMENT OF ENVIRONM	6151 NORTH SHERIDAN ROA	191-7,8
LAKESHORE CLEANER	1035 WEST GRANVILLE AVE	193-7,8
DOMINICK'S STORE #12	6009 NORTH BROADWAY STR	200-9
COMAR INDUSTRIES	5715-5719 NORTH BROADWA	215-9
CENTRUM EQUITIES, INC.	5631 NORTH RIDGE AVENUE	220-9
GOLD CLEANERS	1100-1114 WEST BRYN MAW	222-9
AMOCO 5907	5556 NORTH SHERIDAN ROA	226-9,10
BROMANN PARK EXPANSION	5406 NORTH BROADWAY STR	233-9
WOLF, STEVE	4701 NORTH SHERIDAN ROA	273-11,12
UPCORP/GROWING UPTOWN	4628-4636 NORTH WINTHRO	277-11,12
TIMOTHY BOCH	931 WEST WILSON AVENUE	279-12
WILSON YARDS DEVELOPMENT	4450 NORTH BROADWAY STR	288-11,12
WILSON YARD-AZUSA	4400-4428 NORTH BROADWA	290-11,12
WILSON YARDS	1036 WEST MONTROSE AVEN	290-11,12
SCOTLAND YARD APARTMENTS	4215-4233 NORTH BROADWA	294-12
ROSE LAMB FUNERAL HOME	4152 NORTH SHERIDAN ROA	297-12
PRINCESS CLEANERS	4136 NORTH BROADWAY STR	298-12
SOS CLEANERS	3959 NORTH BROADWAY AVE	306-12
MAYFLOWER MOVING AND STORAGE	941-957 WEST SHERIDAN R	315-12
SUN CLEANERS	3839 NORTH BROADWAY STR	316-12
3836 NORTH CLARK, L.L.C.	3836 NORTH CLARK STREET	317-11
SBC Q11320	3532 NORTH SHEFFIELD AV	333-12
BRIGHTON DEVELOPMENT LLC	3405-3409 NORTH RACINE	340-11,13
KERLOW RESIDENTIAL DEVELOPMENT	1230 WEST SCHOOL STREET	350-13

IL DRYCLEANERS: Any business interested in operating a drycleaning facility in Illinois needs to apply for a license through the Illinois Drycleaner Environmental Response trust Fund.

A review of the IL DRYCLEANERS list, as provided by EDR, and dated 11/28/2011 has revealed that there are 13 IL DRYCLEANERS sites within the searched area.

Site	Address	Map ID
COLLEGE CLEANERS	813 NOYES	18-4
LAKE CITY CLEANERS	831 EMERSON STREET	27-4
KEN WILLIAMS CLEANERS	827 DEMPSTER STREET	67-4,6
EVANSTON 1 HOUR CLEANERS	635 CHICAGO AVENUE UNIT	89-6
SCHWARTZHOFF CLEANERS	600 OAKTON STREET	98-6
COMBINED CLEANERS	2033 WEST HOWARD STREET	116-6
SHERIDAN CLEANERS	6748 NORTH SHERIDAN ROA	164-7
LAKESHORE CLEANER	1035 WEST GRANVILLE AVE	193-7,8
SMILE CLEANERS	1132 WEST THORNDAL AVE	206-9
NEW PARAMOUNT CLEANERS	5255 NORTH BROADWAY	241-9

EXECUTIVE SUMMARY

Site	Address	Map ID
DAWAZAM II LLC	4855 N BROADWAY	262-9
PRINCESS CLEANERS	4136 NORTH BROADWAY STR	298-12
NEW SUN CLEANERS	3839 NORTH BROADWAY	316-12

IL AIRS: A listing of air permits and emissions information.

A review of the IL AIRS list, as provided by EDR, and dated 12/31/2010 has revealed that there are 63 IL AIRS sites within the searched area.

Site	Address	Map ID
MODERNE CLEANERS INC	403 LINDEN AVE	4-1
EVANSTON HOSPITAL	2650 RIDGE AVE	6-2,4
NORTHWESTERN UNIVERSITY	2532 ASBURY	11-3,4
NORTHWESTERN UNIVERSITY	2020 RIDGE AVE	22-4
NORTHWESTERN UNIVERSITY	2020 RIDGE AVE	22-4
LAKE CITY CLEANERS LLC	821 EMERSON ST	27-4
CAYOTE JOE RESTAURANT	817 UNIVERSITY PL	31-4
YESTERDAY RESTAURANT	1850 SHERMAN RD	31-4
NORTHWESTERN UNIVERSITY	1801 MAPLE AVE	35-4
QUINLAN & TYSON INC	1571 SHERMAN AVE	52-4
ILLINOIS BELL D/B/A AT&T ILLIN	1520 CHICAGO AVE	57-4
HINMAN APARTMENTS	1500 HINMAN AVE	60-4
GENERAL PRINTING	807 GREENWOOD AVE	65-4
KENS CLEANER	827 DEMPSTER	67-4,6
EQUILON ENTERPRISES LLC	1201 CHICAGO AVE	72-6
BEVCO MFG CO	831 CHICAGO AVE	84-6
KENARD CONSTRUCTION	601 LINDEN PL	91-6
APARTMENT BUILDING	605 HINMAN AVE	92-6
DOMINICKS FINER FOODS	525 CHICAGO AVE	97-6
SCHWARTZHOFF CLEANERS	600 OAKTON ST	98-6
HOWARD BOWL INC	1777 W HOWARD	120-6
AMERICAN CRUSHING CO	1755-71 W HOWARD ST	120-6
NORDIS INC/NORTOWN CLEANERS	1529 W HOWARD ST	121-6
MEAD REALTY INC - APARTMENT BU	1205 W SHERWIN AVE	141-7
ROGER S SULLIVAN HS	6631 N BOSWORTH AVE	169-7
LOYOLA UNIVERSITY	6525 N SHERIDAN RD	173-7
1 HOUR CLEANERS	1110 W GRANVILLE	192-7
ONE HOUR CLEANERS	1110 W GRANVILLE AVE	192-7
LAKE SHORE CLEANERS	1035 W GRANVILLE AVE	193-7,8
GEORGE SWIFT SCHOOL	5900 N WINTHROP AVE	203-9
MILITARY & NAVAL DEPT CHIC BRO	5917 N BROADWAY AVE	204-9
DOVE EAST CLEANERS	1132 W THORNDALE AVE	206-9
5757 NORTH CONDO ASSN	5757 N SHERIDAN RD	211-9,10
AMOCO OIL CO	5657 N BROADWAY AVE	215-9
HOLLYWOOD TOWERS CONDOMINIUM A	5701 N SHERIDAN	216-9,10
HOLLYWOOD HOUSE	5700 N SHERIDAN RD	216-9,10
LAKE SHORE TOWERS	5600 N SHERIDAN	219-9,10
AW ZENGELER UNIFORM RENTAL	5427 BROADWAY	233-9
DOMINICKS FINER FOODS	5235 N SHERIDAN RD	240-9,10
TREASURE ISLAND FOODS INC	5221 N BROADWAY	241-9
GOUDY ELEMENTARY SCHOOL-CHGO B	5126 N WINTHROP	246-9
SHERIDAN PLAZA CLEANERS	5026 N SHERIDAN	251-9,10
DAWAZAM II LLC	4855 N BROADWAY	262-9

EXECUTIVE SUMMARY

Site	Address	Map ID
WINTHROP TOWERS OWNED & OP BY INTERNATIONAL CLEANER	4848 WINTHROP AVE 1023 W LAWRENCE AVE	263-9 267-9,10,11,12
STEWART ELEMENTARY SCHOOL	4525 N KENMORE AVE	285-11,12
PRINCESS CLEANERS	4136 N BROADWAY ST	298-12
SOS CLEANERS INC	3959 BROADWAY	306-12
SEAMCRAFT INC	932 W DAKIN ST	310-12
CHA-CLARK/IRVING ANNEX II APTS	3940 N CLARK	311-11
CHA-CLARK-IRVING APARTMENTS	3930 N CLARK ST	311-11
SBC Q11320	3532 N SHEFFIELD	333-12
MAECORP INC	3310 N RACINE	348-13
KENARD CONSTRUCTION CORP	3301 N RACINE	348-13
CHA-HATTIE CALLNER APARTMENTS	855 W ALDINE	349-14
SWARTZ PRODUCTS INC	1230 W SCHOOL ST	350-13
CRAFTSMAN PLATING & TINNING CO	1239 W SCHOOL ST	350-13
SUNLIGHT CLEANERS	3113 NORTH HALSTED	359-14
OSCO DRUG 638	3101 N CLARK	359-14
ST SEBASTIAN CHURCH	810 W WELLINGTON	364-14
ADVOCATE ILLINOIS MASONIC MEDI	836 W. WELLINGTON AVE	365-14
ELM DIE CUTTING CORP	1010 W GEORGE	371-14
AGASSIZ	2851 N SEMINARY	373-13,14

IL TIER 2: A listing of facilities which store or manufacture hazardous materials and submit a chemical inventory report.

A review of the IL TIER 2 list, as provided by EDR, and dated 12/31/2010 has revealed that there are 13 IL TIER 2 sites within the searched area.

Site	Address	Map ID
EVANSTON HOSPITAL	2650 RIDGE AVENUE	6-2,4
EVANSTON NORTHWESTERN HTHCARE	1301 CENTRAL ST	7-3,4
ILLINOIS BELL TELEPHONE COMPAN	1520 CHICAGO AVENUE	57-4
EVANSTON	222 CHICAGO AVE	108-6
VERIZON WIRELESS - LOYOLA PARK	1521 W SHERWIN AVE	142-7
U.S. CELLULAR - HOLLYWOOD & BR	5734 NORTH WINTHROP	214-9
BROADWAY & BERWYN	5325 N. WINTHROP	237-9
ILLINOIS BELL C/O SBC ENVIRONM	1060 W ADDISON	330-11,12
WRIGLEY S&P DINER	3535 N. CLARK STREET	332-11,12
WRIGLEY FIELD S&P DINER II	3535-37 N CLARK ST	332-11,12
ILLINOIS BELL TELEPHONE COMPAN	3532 NORTH SHEFFIELD	333-12
BELMONT AND HALSTED	3131 N. CLARK ST.	359-14
ADVOCATE ILLINOIS MASONIC MEDI	836 W. WELLINGTON AVE	365-14

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used

EXECUTIVE SUMMARY

whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

A review of the Manufactured Gas Plants list, as provided by EDR, has revealed that there are 2 Manufactured Gas Plants sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>
NORTH WESTERN GAS WORKS	918 UNIVERSITY PLACE	30-4
NORTHWESTERN GAS, LIGHT AND CO	912 CLARK STREET	36-4

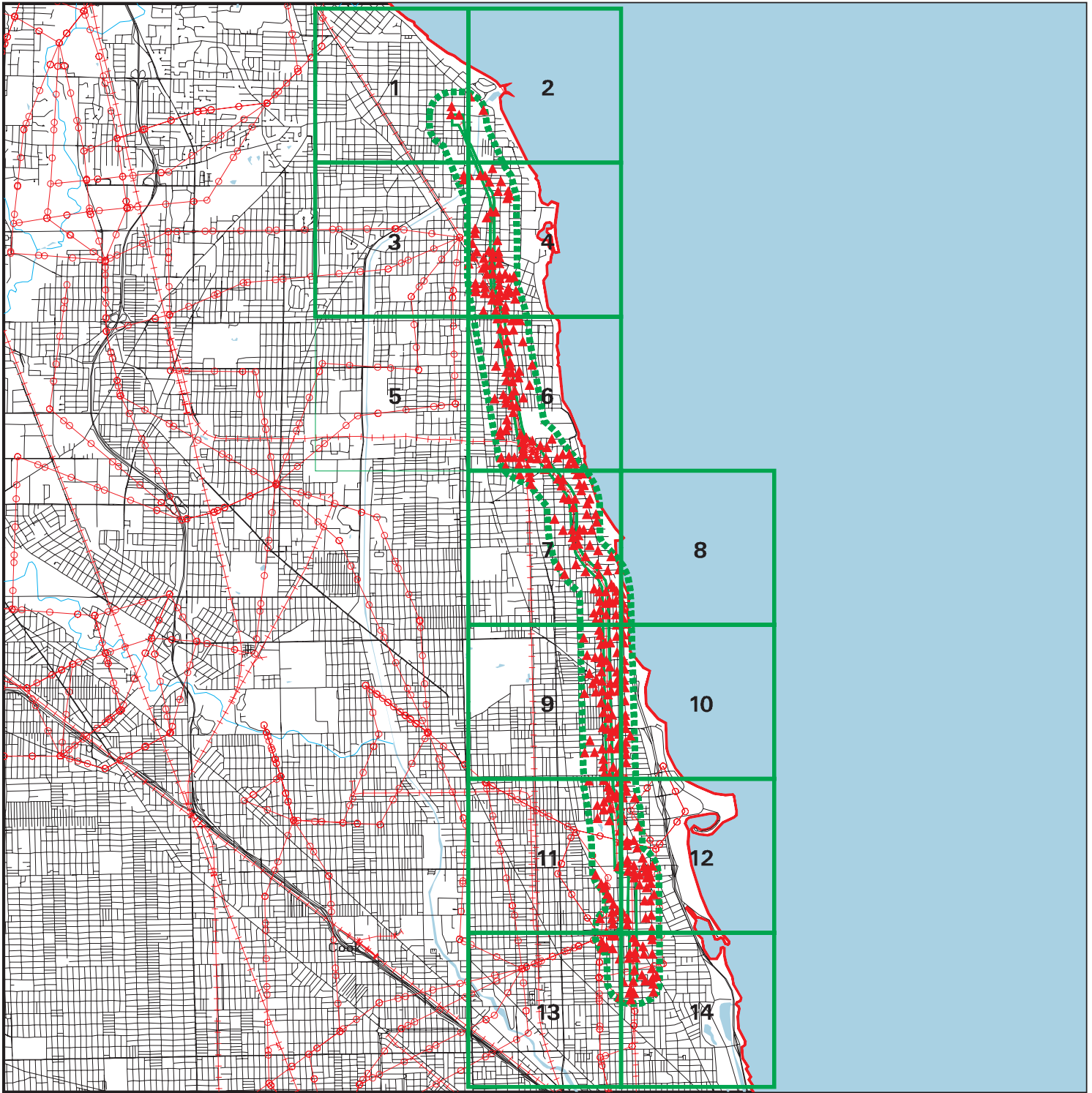
EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

Section 1

Overview and Key Map

Key Map

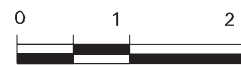


EDR DataMap® - Environmental Atlas

CTA RPM EIS

Legend

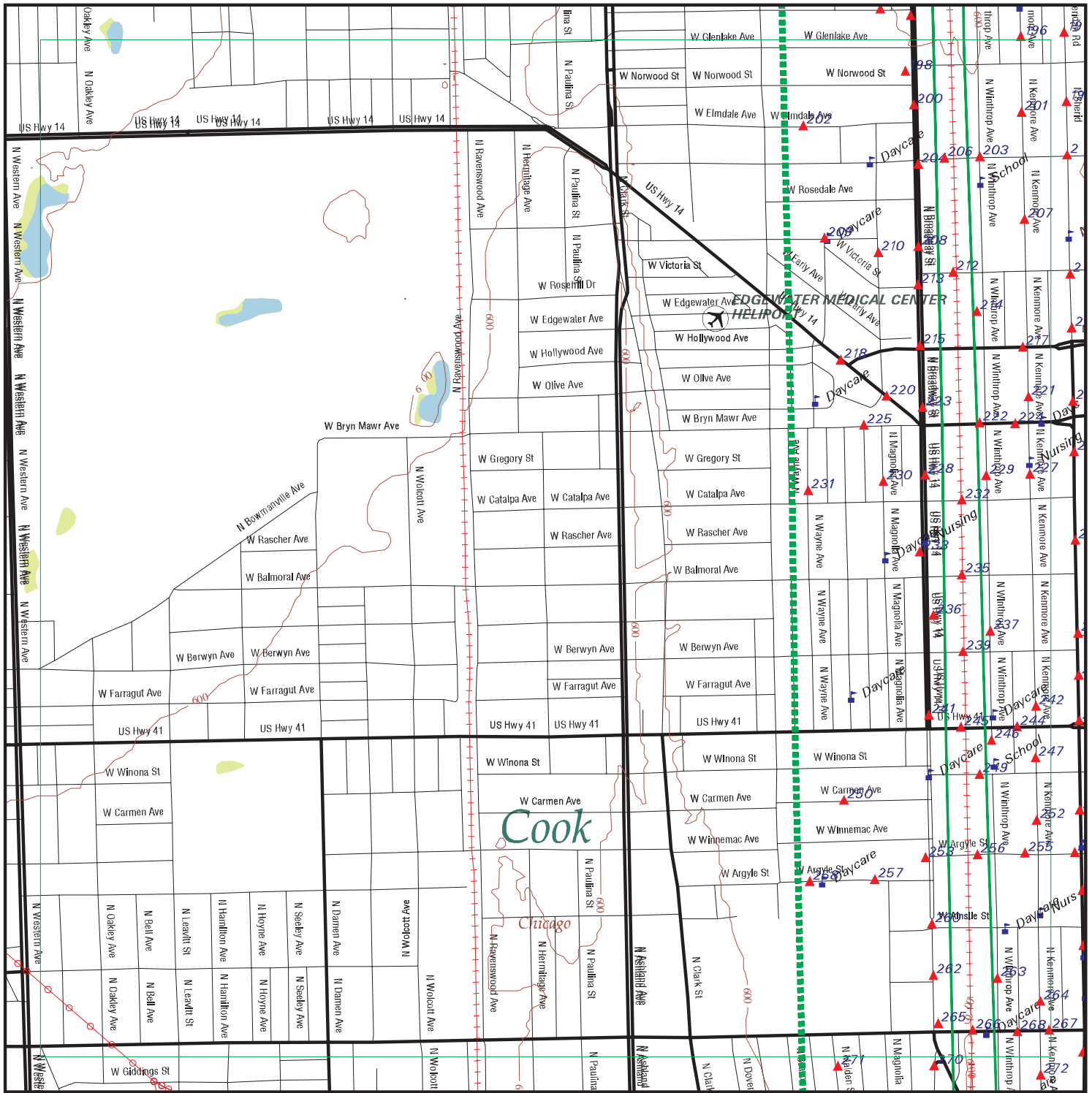
Roads	Waterways	Powerlines	Water	Listed Sites
Major Roads	Railroads	Pipelines	Superfund Sites	
Contour Lines	Study Boundary	Fault Lines	Federal DOD Sites	
		Indian Reservations BIA		



Scale in Miles

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Focus Map 9

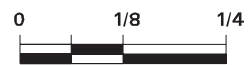


EDR DataMap® - Environmental Atlas

CTA RPM EIS

Legend

- | | | | | |
|-----------------------------|--------------------|-------------------------|-------------------|---------------------|
| Roads | Waterways | Powerlines | Water | Listed Sites |
| Major Roads | Railroads | Pipelines | Superfund Sites | Sensitive Receptors |
| Contour Lines | Study Boundary | Fault Lines | Federal DOD Sites | |
| National Wetlands Inventory | 100-Yr Flood Zones | Indian Reservations BIA | | |



Scale in Miles

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FOCUS MAP 9 SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<u>FEDERAL RECORDS</u>	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	0
CERC-NFRAP	0
LIENS 2	0
CORRACTS	0
RCRA-TSDF	0
RCRA-LQG	0
RCRA-SQG	32
RCRA-CESQG	9
RCRA-NonGen	12
US ENG CONTROLS	0
US INST CONTROL	0
ERNS	3
HMIRS	1
DOT OPS	0
US CDL	0
US BROWNFIELDS	0
DOD	0
FUDS	0
LUCIS	0
CONSENT	0
ROD	0
UMTRA	0
ODI	0
DEBRIS REGION 9	0
MINES	0
TRIS	0
TSCA	0
FTTS	11
HIST FTTS	11
SSTS	1
ICIS	4
PADS	1
MLTS	0
RADINFO	0
FINDS	123
RAATS	0
SCRD DRYCLEANERS	0
FEMA UST	0
FEDERAL FACILITY	0
PCB TRANSFORMER	0
COAL ASH EPA	0
US HIST CDL	0
COAL ASH DOE	0
<u>STATE AND LOCAL RECORDS</u>	
IL SSU	0

FOCUS MAP 9 SUMMARY

<u>Database</u>	<u>Total Plotted</u>
IL SWF/LF	0
IL UIC	1
IL NPDES	0
IL NIPC	0
IL LF SPECIAL WASTE	0
IL LUST	27
IL LUST TRUST	0
IL UST	72
IL HWAR	63
WI MANIFEST	1
IL SPILLS	3
IN SPILLS	1
IL ENG CONTROLS	2
IL INST CONTROL	5
IL SRP	6
IL DRYCLEANERS	3
IL IMPDMENT	0
IL BROWNFIELDS	0
IL CDL	0
IL AIRS	16
IL TIER 2	2
IL PIMW	0
IL FINANCIAL ASSURANCE	0
IL CCDD	0
 <u>TRIBAL RECORDS</u>	
INDIAN RESERV	0
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
INDIAN VCP	0
 <u>EDR PROPRIETARY RECORDS</u>	
Manufactured Gas Plants	0

NOTES:

Sites may be listed in more than one database

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
194	SUPERIOR CAR WASH 6147 N BROADWAY AVE CHICAGO, IL 60660 UST: Facility ID: 2041483 Facility Status: EXEMPT Facility Type: NONE Owner Name: Superior Car Wash Owner Id: U0031076 Owner Address: 6147 N Broadway Ave Owner City,St,Zip: Chicago, IL 60660 Tank Number: 1 Tank Capacity: 500 Tank Substance: Used Oil Last Used Date: Not reported OSFM First Notify Date: Not reported Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported	IL UST	U003888416 N/A
194	IL SER OIL CO 6140 N BROADWAY CHICAGO, IL 60660 UST: Facility ID: 2014692 Facility Status: CLOSED Facility Type: NONE Owner Name: Il Ser Oil Co Owner Id: U0007430 Owner Address: 6140 N Broadway Owner City,St,Zip: Chicago, IL 60660 Tank Number: 1 Tank Capacity: 5000 Tank Substance: Not reported Last Used Date: Not reported OSFM First Notify Date: 04/17/1986 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported Tank Number: 2 Tank Capacity: 5000 Tank Substance: Not reported	IL UST	U001142623 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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IL SER OIL CO (Continued)

U001142623

Last Used Date: Not reported
OSFM First Notify Date: 04/17/1986
Tank Status: **Exempt from registration**
Red Tag Issue Date: Not reported
Install Date: Not reported
Green Tag Decal: **Not reported**
Green Tag Issue Date: **Not reported**
Green Tag Expire Date: **Not reported**
Self Service Permit Inspection Date: **Not reported**
Self Service Permit Expire Date: **Not reported**
Fee Due: Not reported

Tank Number: 3
Tank Capacity: 4000
Tank Substance: Not reported
Last Used Date: Not reported
OSFM First Notify Date: 04/17/1986
Tank Status: **Exempt from registration**
Red Tag Issue Date: Not reported
Install Date: Not reported
Green Tag Decal: **Not reported**
Green Tag Issue Date: **Not reported**
Green Tag Expire Date: **Not reported**
Self Service Permit Inspection Date: **Not reported**
Self Service Permit Expire Date: **Not reported**
Fee Due: Not reported

Tank Number: 4
Tank Capacity: 4000
Tank Substance: Not reported
Last Used Date: Not reported
OSFM First Notify Date: 04/17/1986
Tank Status: **Moved**
Red Tag Issue Date: Not reported
Install Date: Not reported
Green Tag Decal: **Not reported**
Green Tag Issue Date: **Not reported**
Green Tag Expire Date: **Not reported**
Self Service Permit Inspection Date: **Not reported**
Self Service Permit Expire Date: **Not reported**
Fee Due: Not reported

194

WALGREENS #0807
6125 N BROADWAY
CHICAGO, IL 60660

RCRA-SQG 1001213559
FINDS ILR000042515

RCRA-SQG:
Date form received by agency: 09/05/1997
Facility name: WALGREENS #0807
Facility address: 6125 N BROADWAY
CHICAGO, IL 60660
EPA ID: ILR000042515
Contact: RON KNAB
Contact address: 6125 N BROADWAY
CHICAGO, IL 60660
Contact country: US

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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WALGREENS #0807 (Continued)

1001213559

Contact telephone: (773) 764-5000
 Contact email: Not reported
 EPA Region: 05
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: WALGREENS
 Owner/operator address: 6125 N BROADWAY
 CHICAGO, IL 60660
 Owner/operator country: Not reported
 Owner/operator telephone: (773) 764-5000
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Hazardous Waste Summary:

Waste code: D011
 Waste name: SILVER

Violation Status: No violations found

FINDS:

Registry ID: 110005958222

Environmental Interest/Information System

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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WALGREENS #0807 (Continued)

1001213559

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

194

**CHICAGO DISCOUNT CLEANERS
6116 N BROADWAY
CHICAGO, IL 60660**

**RCRA-NonGen
FINDS**

**1000166242
ILD013511878**

RCRA-NonGen:

Date form received by agency: 07/28/1986
Facility name: CHICAGO DISCOUNT CLEANERS
Facility address: 6116 N BROADWAY
CHICAGO, IL 60660
EPA ID: ILD013511878
Contact: JAMES DORMAN
Contact address: 6116 N BROADWAY
CHICAGO, IL 60660
Contact country: US
Contact telephone: (312) 764-3343
Contact email: Not reported
EPA Region: 05
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: DA DOR INC
Owner/operator address: ADDRESS NOT REPORTED
CITY NOT REPORTED, AK 99998
Owner/operator country: Not reported
Owner/operator telephone: (312) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NAME NOT REPORTED
Owner/operator address: ADDRESS NOT REPORTED
CITY NOT REPORTED, AK 99998
Owner/operator country: Not reported
Owner/operator telephone: (312) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	CHICAGO DISCOUNT CLEANERS (Continued) Used oil fuel marketer to burner: No Used oil Specification marketer: No Used oil transfer facility: No Used oil transporter: No Hazardous Waste Summary: Waste code: F002 Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES. Violation Status: No violations found FINDS: Registry ID: 110005820308 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.		1000166242
195	RESIDENTIAL BUILDING 1232 W HOOD CHICAGO, IL 60660	IL HWAR	S110864784 N/A
	HWAR: Location Telephone Number: Not reported Location Contact Name: KATIE CHUI Latitude Decimal Degrees (Assumed Nn.Nnnnnn): Not reported Longitude In Decimal Degrees (Assumed Decimal): Not reported Owner Or Alternate Company Name: Not reported Owner Or Alternate Street Address: Not reported Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: Not reported Owner Or Alternate State: Not reported Owner Or Alternate Zip Code: Not reported Owner Or Alternate Telephone Number: Not reported Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: Not reported Operator Or Alternate Street Address: Not reported Operator Or Alternate Post Office Box: Not reported Operator Or Alternate City: Not reported Operator Or Alternate State: Not reported Operator Or Alternate Zip Code: Not reported		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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RESIDENTIAL BUILDING (Continued)

S110864784

Operator Or Alternate Telephone Number:	Not reported	
Operator Or Alternate Contact Name:	Not reported	
Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	Not reported	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
Nonhazardous Waste Generator Ind (as above):	Not reported	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	00/00/00	
Hazardous Annual Report Company Name:	Not reported	
Hazardous Annual Report Street Address:	Not reported	
Hazardous Annual Report Post Office Box:	Not reported	
Hazardous Annual Report City:	Not reported	
Hazardous Annual Report State:	Not reported	
Hazardous Annual Report Zip Code:	Not reported	
Hazardous Annual Report Telephone Number:	Not reported	
Hazardous Annual Report Contact First Name:	Not reported	
Hazardous Annual Report Contact Last Name:	Not reported	
Hazardous Annual Report Contact Person Title Code:	Not reported	
Hazardous Annual Report New Notifier Code:	Not reported	
FIPS Country Code:	001	
FIPS State Code:	17	
FIPS County Code:	031	
FIPS City Or Township Code:	677	
IEPA Region Identifier:	2	
Original Entry Date:	10/19/04	
Change Date:	//	
Primary USEPA Identification Number:	Not reported	
Status:	Not reported	
Code:	BP	
Total Tanks:	Not reported	

196

6133 N KENMORE PARTNERSHIPS
6133 N KENMORE
CHICAGO, IL 60660

IL UST U003667891
N/A

UST:

Facility ID:	2036726
Facility Status:	EXEMPT
Facility Type:	PRIVATE INSTITUTION
Owner Name:	6133 N Kenmore Partnerships
Owner Id:	U0026903
Owner Address:	350 W Hubbard

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	6133 N KENMORE PARTNERSHIPS (Continued)		U003667891
	Owner City,St,Zip: Chicago, IL 60610		
	Tank Number: 1		
	Tank Capacity: 2000		
	Tank Substance: Heating Oil		
	Last Used Date: 12/31/1973		
	OSFM First Notify Date: 03/30/1998		
	Tank Status: Exempt from registration		
	Red Tag Issue Date: Not reported		
	Install Date: Not reported		
	Green Tag Decal: Not reported		
	Green Tag Issue Date: Not reported		
	Green Tag Expire Date: Not reported		
	Self Service Permit Inspection Date: Not reported		
	Self Service Permit Expire Date: Not reported		
	Fee Due: Not reported		
196	BRINDESCO PETER 6120 N KENMORE AVE CHICAGO, IL 60660	IL UST	U003298619 N/A
	UST:		
	Facility ID: 2036272		
	Facility Status: CLOSED		
	Facility Type: OTHER		
	Owner Name: Brindesco Peter		
	Owner Id: U0026455		
	Owner Address: 6120 N Kenmore Ave		
	Owner City,St,Zip: Chicago, IL 60660		
	Tank Number: 1		
	Tank Capacity: 1000		
	Tank Substance: Heating Oil		
	Last Used Date: 01/01/1902		
	OSFM First Notify Date: 11/24/1997		
	Tank Status: Removed		
	Red Tag Issue Date: Not reported		
	Install Date: 04/06/1955		
	Green Tag Decal: Not reported		
	Green Tag Issue Date: Not reported		
	Green Tag Expire Date: Not reported		
	Self Service Permit Inspection Date: Not reported		
	Self Service Permit Expire Date: Not reported		
	Fee Due: Not reported		
197	VENCOR HOSPITAL LAKE SHORE 6130 N. SHERIDAN RD. CHICAGO, IL 60660	IL UST IL HWAR	U003298210 N/A
	UST:		
	Facility ID: 2036019		
	Facility Status: ACTIVE		
	Facility Type: HOSPITAL		
	Owner Name: Vencor Hospital		
	Owner Id: U0026289		
	Owner Address: 6130 N. Sheridan Rd.		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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VENCOR HOSPITAL LAKE SHORE (Continued)

U003298210

Owner City,St,Zip: Chicago, IL 60660

Tank Number: 1

Tank Capacity: 2000

Tank Substance: Diesel Fuel

Last Used Date: Not reported

OSFM First Notify Date: 08/19/1997

Tank Status: **Abandoned in place**

Red Tag Issue Date: Not reported

Install Date: Not reported

Green Tag Decal: **Not reported**

Green Tag Issue Date: **Not reported**

Green Tag Expire Date: **Not reported**

Self Service Permit Inspection Date: **Not reported**

Self Service Permit Expire Date: **Not reported**

Fee Due: Not reported

Tank Number: 2

Tank Capacity: 2000

Tank Substance: Diesel Fuel

Last Used Date: Not reported

OSFM First Notify Date: 01/07/2010

Tank Status: **Currently in use**

Red Tag Issue Date: Not reported

Install Date: 12/22/1998

Green Tag Decal: **Not reported**

Green Tag Issue Date: **Not reported**

Green Tag Expire Date: **Not reported**

Self Service Permit Inspection Date: **Not reported**

Self Service Permit Expire Date: **Not reported**

Fee Due: No

HWAR:

Location Telephone Number:	5022670700
Location Contact Name:	JEFF HEISLER
Latitude Decimal Degrees (Assumed Nn.Nnnnnn):	41993030
Longitude In Decimal Degrees (Assumed Decimal):	087655610
Owner Or Alternate Company Name:	VENCOR HOSPITAL LAKE SHORE
Owner Or Alternate Street Address:	6130 N SHERIDAN RD
Owner Or Alternate Post Office Box:	Not reported
Owner Or Alternate City:	CHICAGO
Owner Or Alternate State:	IL
Owner Or Alternate Zip Code:	60660
Owner Or Alternate Telephone Number:	7737432600
Owner Or Alternate Contact Name:	Not reported
Operator Or Alternate Company Name:	VENCOR HOSPITAL LAKE SHORE
Operator Or Alternate Street Address:	690 COMMONWEALTH CTR
Operator Or Alternate Post Office Box:	Not reported
Operator Or Alternate City:	LOUISVILLE
Operator Or Alternate State:	KY
Operator Or Alternate Zip Code:	40299
Operator Or Alternate Telephone Number:	5022670700
Operator Or Alternate Contact Name:	Not reported
Secondary Or Alternate Usepa Identification Number:	Not reported
Standard Industrial Classification Code:	4213
Primary NAIC System Code:	62211

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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VENCOR HOSPITAL LAKE SHORE (Continued)

U003298210

Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	H	
Nonhazardous Waste Generator Ind (as above):	E	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	01/28/04	
Hazardous Annual Report Company Name:	Not reported	
Hazardous Annual Report Street Address:	Not reported	
Hazardous Annual Report Post Office Box:	Not reported	
Hazardous Annual Report City:	Not reported	
Hazardous Annual Report State:	Not reported	
Hazardous Annual Report Zip Code:	Not reported	
Hazardous Annual Report Telephone Number:	Not reported	
Hazardous Annual Report Contact First Name:	Not reported	
Hazardous Annual Report Contact Last Name:	Not reported	
Hazardous Annual Report Contact Person Title Code:	Not reported	
Hazardous Annual Report New Notifier Code:	Not reported	
FIPS Country Code:	001	
FIPS State Code:	17	
FIPS County Code:	031	
FIPS City Or Township Code:	600	
IEPA Region Identifier:	2	
Original Entry Date:	06/28/84	
Change Date:	02/07/11	
Primary USEPA Identification Number:	ILD108110511	
Status:	Not reported	
Code:	BP	
Total Tanks:	Not reported	

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VENCOR HOSPITAL LAKE SHORE
6130 N SHERIDAN RD
CHICAGO, IL 60660

RCRA-CESQG **1004692924**
FINDS **ILD108110511**

RCRA-CESQG:

Date form received by agency: 05/12/1998
Facility name: VENCOR HOSPITAL LAKE SHORE
Facility address: 6130 N SHERIDAN RD
CHICAGO, IL 60660
EPA ID: ILD108110511
Mailing address: 690 COMMONWEALTH CENTER
LOUISVILLE, KY 40209
Contact: JEFF HEISLER
Contact address: 690 COMMONWEALTH CENTER
LOUISVILLE, KY 40209
Contact country: US

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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VENCOR HOSPITAL LAKE SHORE (Continued)

1004692924

Contact telephone: (502) 267-0700
Contact email: Not reported
EPA Region: 05
Classification: Conditionally Exempt Small Quantity Generator
Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name: NAME NOT REPORTED
Owner/operator address: ADDRESS NOT REPORTED
CITY NOT REPORTED, AK 99998
Owner/operator country: Not reported
Owner/operator telephone: (312) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: VENCOR HOSPITAL LAKE SHORE
Owner/operator address: 6130 SHERICAN RD
CHICAGOT REPORTED, IL 60660
Owner/operator country: Not reported
Owner/operator telephone: NA
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	VENCOR HOSPITAL LAKE SHORE (Continued)		1004692924
	<p>Hazardous Waste Summary:</p> <p>Waste code: D001</p> <p>Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.</p> <p>Violation Status: No violations found</p> <p>FINDS:</p> <p>Registry ID: 110005845489</p> <p>Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations</p> <p>RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.</p>		
198	CHICAGO TIRE 6044 N BROADWAY CHICAGO, IL 60660	FINDS	1008151026 N/A
	<p>FINDS:</p> <p>Registry ID: 110018478477</p> <p>Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations</p>		
198	AMERICAN & EUROPEAN AUTO REPAIR 6040 N BROADWAY CHICAGO, IL 60660	FINDS	1008149518 N/A
	<p>FINDS:</p> <p>Registry ID: 110018463376</p> <p>Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations</p>		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
198	VALUE SERVICES INC 6040 N BROADWAY CHICAGO, IL 60660	RCRA-NonGen FINDS	1000462399 ILD984805432
	RCRA-NonGen: Date form received by agency: 03/18/1997 Facility name: VALUE SERVICES INC Facility address: 6040 N BROADWAY CHICAGO, IL 60660 EPA ID: ILD984805432 Contact: Not reported Contact address: Not reported Not reported Contact country: Not reported Contact telephone: Not reported Contact email: Not reported EPA Region: 05 Land type: Facility is not located on Indian land. Additional information is not known. Classification: Non-Generator Description: Handler: Non-Generators do not presently generate hazardous waste		
	Owner/Operator Summary: Owner/operator name: FELIX WAX Owner/operator address: Not reported Not reported Owner/operator country: Not reported Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Owner Owner/Op start date: Not reported Owner/Op end date: Not reported		
	Handler Activities Summary: U.S. importer of hazardous waste: No Mixed waste (haz. and radioactive): No Recycler of hazardous waste: No Transporter of hazardous waste: No Treater, storer or disposer of HW: No Underground injection activity: No On-site burner exemption: No Furnace exemption: No Used oil fuel burner: No Used oil processor: No Used oil refiner: No Used oil fuel marketer to burner: No Used oil Specification marketer: No Used oil transfer facility: No Used oil transporter: No		
	Historical Generators: Date form received by agency: 10/22/1990 Facility name: VALUE SERVICES INC Classification: Small Quantity Generator		
	Hazardous Waste Summary: Waste code: D001 Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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VALUE SERVICES INC (Continued)

1000462399

LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: F003

Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005

Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

Evaluation Action Summary:

Evaluation date: 01/21/1997

Evaluation: COMPLIANCE ASSISTANCE VISIT

Area of violation: Not reported

Date achieved compliance: Not reported

Evaluation lead agency: State

FINDS:

Registry ID: 110005880127

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
199	EMANUEL CONGREGATION 5959 N SHERIDAN CHICAGO, IL 60660 FINDS: Registry ID: 110041842673 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1014704253 N/A
199	SHERIDAN TOWERS PARTNERSHIP 6030 N SHERIDAN RD CHICAGO, IL 60660 FINDS: Registry ID: 110018221814 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008125531 N/A
199	SHERIDAN TOWERS PARTNERSHIP 6030 NORTH SHERIDAN ROAD CHICAGO, IL 60660 LUST: Incident Num: 940084 IL EPA Id: 0316775046 Product: Fuel Oil IEMA Date: 01/13/1994 Project Manager: Rahman Project Manager Phone: (217) 782-9848 Email: Mohammed.Rahman@illinois.gov PRP Name: Sheridan Towers Partnership PRP Contact: W. Andrew Wright PRP Address: 6030 North Sheridan Road PRP City,St,Zip: Chicago, IL 60660 PRP Phone: Not reported Site Classification: LOW Section 57.5(g) Letter: 732 Non LUST Determination Letter: Not reported 20 Report Received: 02/23/1994 45 Report Received: 02/28/1994 Section 57.5(g) Letter: Not reported NFA/NFR Letter: 08/10/2000 NFR Date Recorded: 09/11/2000	IL LUST	S104523387 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
199	SHEIDAN TOWERS PARTNERSHIP 6030 N SHERIDAN RD CHICAGO, IL 60660	IL UST IL HWAR	U001142795 N/A
	UST: Facility ID: 2031708 Facility Status: CLOSED Facility Type: OTHER Owner Name: Sheridan Towers Partnership Owner Id: U0023065 Owner Address: 6030 W Sheridan Rd Owner City,St,Zip: Chicago, IL 60660 Tank Number: 1 Tank Capacity: 18000 Tank Substance: Heating Oil Last Used Date: 05/01/1983 OSFM First Notify Date: 06/23/1992 Tank Status: Abandoned in place Red Tag Issue Date: Not reported Install Date: 01/01/1952 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported Tank Number: 2 Tank Capacity: 18000 Tank Substance: Heating Oil Last Used Date: 05/01/1983 OSFM First Notify Date: 06/23/1992 Tank Status: Abandoned in place Red Tag Issue Date: Not reported Install Date: 01/01/1952 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported HWAR: Location Telephone Number: 7732748400 Location Contact Name: LARRY FLORIA Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41991740 Longitude In Decimal Degrees (Assumed Decimal): 087655840 Owner Or Alternate Company Name: SHERIDAN TOWERS PARTNERSHIP Owner Or Alternate Street Address: 1460 W FARGO AVE Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60626 Owner Or Alternate Telephone Number: Not reported Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: SHERIDAN TOWERS PARTNERSHIP Operator Or Alternate Street Address: 1460 W FARGO AVE		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	SHEIDAN TOWERS PARTNERSHIP (Continued)		U001142795
	Operator Or Alternate Post Office Box:	Not reported	
	Operator Or Alternate City:	CHICAGO	
	Operator Or Alternate State:	IL	
	Operator Or Alternate Zip Code:	60626	
	Operator Or Alternate Telephone Number:	Not reported	
	Operator Or Alternate Contact Name:	Not reported	
	Secondary Or Alternate Usepa Identification Number:	Not reported	
	Standard Industrial Classification Code:	Not reported	
	Primary NAIC System Code:	Not reported	
	Secondary NAIC System Code:	Not reported	
	Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	
	Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
	Nonhazardous Waste Generator Ind (as above):	H	
	Compost Annual Reort Ind (as above):	Not reported	
	Landfill Annual Report Ind (as above):	Not reported	
	Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
	Haz Waste Permit Ind (S Indicates Activity):	Not reported	
	Solid Waste Permit Ind (S Indicates Activity):	Not reported	
	Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
	Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
	Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
	Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
	Lust Program Activity Ind (S Indicates Activity):	S	
	Lust Reimbursement Program Activity Ind (S Indicates Activity):	S	
	Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
	FSRS Activity Ind (S Indicates Activity):	Not reported	
	State Response Action Activity Ind (S Indicates Activity):	Not reported	
	Name And Address Change Date:	02/26/02	
	Hazardous Annual Report Company Name:	Not reported	
	Hazardous Annual Report Street Address:	Not reported	
	Hazardous Annual Report Post Office Box:	Not reported	
	Hazardous Annual Report City:	Not reported	
	Hazardous Annual Report State:	Not reported	
	Hazardous Annual Report Zip Code:	Not reported	
	Hazardous Annual Report Telephone Number:	Not reported	
	Hazardous Annual Report Contact First Name:	Not reported	
	Hazardous Annual Report Contact Last Name:	Not reported	
	Hazardous Annual Report Contact Person Title Code:	Not reported	
	Hazardous Annual Report New Notifier Code:	Not reported	
	FIPS Country Code:	001	
	FIPS State Code:	17	
	FIPS County Code:	031	
	FIPS City Or Township Code:	677	
	IEPA Region Identifier:	2	
	Original Entry Date:	06/03/93	
	Change Date:	02/07/11	
	Primary USEPA Identification Number:	Not reported	
	Status:	Not reported	
	Code:	BP	
	Total Tanks:	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
200	PARAGON PRINTING 6014 N BROADWAY CHICAGO, IL 60660 FINDS: Registry ID: 110018359612 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008139251 N/A
200	DOMINICKS FINER FOODS 12 6009 N BROADWAY CHICAGO, IL 60660 FINDS: Registry ID: 110018359710 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008139260 N/A
200	DOMINICK'S STORE #12 6009 NORTH BROADWAY STREET CHICAGO, IL 60660 ENGINEERING CONTROLS: Illinois Epa Id: 0316775054 NFR Letter: 03/27/2002 Date NFR Recorded: 04/09/2002 Type Of Site: Industrial/Commercial Comprehensive / Focused: Comprehensive Remediation Applicant Title: Vice President Remediation Applicant Name: Michael Mallon RA Company: Dominick's Finer Foods RA Address: 711 Jorie Boulevard RA Secondary Address: MS-4000 RA City,St,Zip: Oak Brook, IL 60523- Institutional Controls: Groundwater use restriction Engineered Barriers: Asphalt barrier Worker Caution: False Acres: 3.2 IL INSTUTIONAL CONTROL: Illinois EPA Id: 0316775054 NFR Letter: 03/27/2002 Date NFR Recorded: 04/09/2002 Type Of Site: Industrial/Commercial Comprehensive / Focused: Comprehensive Remediation Applicant Title: Vice President Remediation Applicant Name: Michael Mallon RA Company: Dominick's Finer Foods RA Address: 711 Jorie Boulevard RA Secondary Address: MS-4000	IL ENG CONTROLS IL INST CONTROL IL SRP	S104491754 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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DOMINICK'S STORE #12 (Continued)

S104491754

RA City,St,Zip:	Oak Brook, IL 60523-
Institutional Controls:	Groundwater use restriction
Engineered Barriers:	Asphalt barrier
Worker Caution:	False
Acres:	3.2

SRP:

IL EPA Id:	0316775054
US EPA Id:	Not reported
Longitude:	-87.65975
Latitude:	41.99154
Contact Name:	Michael Mallon
Contact Address:	711 Jorie Boulevard
Contact Address2:	MS-4000
Contact City,St,Zip:	Oak Brook, IL 60523-
Contact Phone:	(630) 891-5719
Date Enrolled:	09/16/1999
Point Of Contact:	Waye Sheu, P.E.
Consultant Company:	URS
Consultant Address:	1701 Golf Road
Consultant Address2:	Suite 1000
Consultant City,St,Zip:	Rolling Meadows, IL 60008-
Consultant Phone:	(847) 228-0707
Proj Mgr Assigned:	Dunn
Sec. 4 Letter Date:	Not reported
NFR Recorded:	4/9/2002
Active:	False
Total Acres:	3.2
No Further Remediation Letter Dt:	3/27/2002
Remediation Applicant Co:	Dominick's Finer Foods, Inc.
Remediation Applicant Title:	Vice President
Remediation Applicant Name:	Vice President Michael Mallon
Remediation Applicant Company:	Dominick's Finer Foods
Remediation Applicant Address:	711 Jorie Boulevard
Remediation Applicant Address 2:	MS-4000
Remediation Applicant City,St,Zip:	Oak Brook, IL 60523-
Illinois EPA:	0316775054
Site Name:	Dominick's Store #12
NFR Letter:	3/27/2002
NFR Letter Date Recorded:	4/9/2002
Site Type:	Industrial/Commercial
Comprehensive/Focused:	Comprehensive
Institutional Controls:	Groundwater use restriction
Barrier:	Asphalt barrier
Worker Caution:	False
Acres:	3.2

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
201	BECOVIC, MUHAMED 6012 N KENMORE AVE CHICAGO, IL 60660 FINDS: Registry ID: 110018359818 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008139271 N/A
201	BECOVIC MANAGEMENT 6012 N KENMORE CHICAGO, IL 60660 UST: Facility ID: 2035825 Facility Status: EXEMPT Facility Type: RESIDENCE (NON-FARM) Owner Name: Becovic Management Owner Id: U0026079 Owner Address: 4520 N Claredon Owner City,St,Zip: Chicago, IL 60640 Tank Number: 1 Tank Capacity: 3000 Tank Substance: Not reported Last Used Date: 12/01/1973 OSFM First Notify Date: 01/22/1997 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: 01/01/1902 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported HWAR: Location Telephone Number: 7732716143 Location Contact Name: MUHAMED BECOVIC Latitude Decimal Degrees (Assumed Nn.Nnnnn): 41991160 Longitude In Decimal Degrees (Assumed Decimal): 087656950 Owner Or Alternate Company Name: BECOVIC, MUHAMED Owner Or Alternate Street Address: 4520 N CLARENDON Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60640 Owner Or Alternate Telephone Number: Not reported Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: BECOVIC, MUHAMED Operator Or Alternate Street Address: 4520 N CLARENDON Operator Or Alternate Post Office Box: Not reported Operator Or Alternate City: CHICAGO Operator Or Alternate State: IL	IL UST IL HWAR	U003193587 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	BECOVIC MANAGEMENT (Continued)		U003193587
	Operator Or Alternate Zip Code:	60640	
	Operator Or Alternate Telephone Number:	Not reported	
	Operator Or Alternate Contact Name:	Not reported	
	Secondary Or Alternate Usepa Identification Number:	Not reported	
	Standard Industrial Classification Code:	Not reported	
	Primary NAIC System Code:	Not reported	
	Secondary NAIC System Code:	Not reported	
	Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	
	Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
	Nonhazardous Waste Generator Ind (as above):	E	
	Compost Annual Reort Ind (as above):	Not reported	
	Landfill Annual Report Ind (as above):	Not reported	
	Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
	Haz Waste Permit Ind (S Indicates Activity):	Not reported	
	Solid Waste Permit Ind (S Indicates Activity):	Not reported	
	Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
	Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
	Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
	Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
	Lust Program Activity Ind (S Indicates Activity):	Not reported	
	Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
	Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
	FSRS Activity Ind (S Indicates Activity):	Not reported	
	State Response Action Activity Ind (S Indicates Activity):	Not reported	
	Name And Address Change Date:	06/01/99	
	Hazardous Annual Report Company Name:	Not reported	
	Hazardous Annual Report Street Address:	Not reported	
	Hazardous Annual Report Post Office Box:	Not reported	
	Hazardous Annual Report City:	Not reported	
	Hazardous Annual Report State:	Not reported	
	Hazardous Annual Report Zip Code:	Not reported	
	Hazardous Annual Report Telephone Number:	Not reported	
	Hazardous Annual Report Contact First Name:	Not reported	
	Hazardous Annual Report Contact Last Name:	Not reported	
	Hazardous Annual Report Contact Person Title Code:	Not reported	
	Hazardous Annual Report New Notifier Code:	Not reported	
	FIPS Country Code:	001	
	FIPS State Code:	17	
	FIPS County Code:	031	
	FIPS City Or Township Code:	677	
	IEPA Region Identifier:	2	
	Original Entry Date:	12/05/96	
	Change Date:	02/07/11	
	Primary USEPA Identification Number:	Not reported	
	Status:	Not reported	
	Code:	BP	
	Total Tanks:	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
202	1328 -30 W ELMDALE 1328 -30 W ELMDALE CHICAGO, IL 60660 FINDS: Registry ID: 110028268023 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1010047087 N/A
203	THORNDAL/WINTHROP BLD PTNRSH 5934 N WINTHROP CHICAGO, IL 60660 FINDS: Registry ID: 110018221832 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008125533 N/A
203	THORNDAL/WINTHROP BLD PTNRSH 5934 N WINTHROP CHICAGO, IL 60660 HWAR: Location Telephone Number: 7738783840 Location Contact Name: EMMANUEL BENNETT Latitude Decimal Degrees (Assumed Nn.Nnnnn): 41990450 Longitude In Decimal Degrees (Assumed Decimal): 087658600 Owner Or Alternate Company Name: THORNDAL/WINTHROP BLD PTNRSH Owner Or Alternate Street Address: 1106 THORNDAL Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60660 Owner Or Alternate Telephone Number: Not reported Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: THORNDAL/WINTHROP BLD PTNRSH Operator Or Alternate Street Address: 1106 THORNDAL Operator Or Alternate Post Office Box: Not reported Operator Or Alternate City: CHICAGO Operator Or Alternate State: IL Operator Or Alternate Zip Code: 60660 Operator Or Alternate Telephone Number: Not reported Operator Or Alternate Contact Name: Not reported Secondary Or Alternate Usepa Identification Number: Not reported Standard Industrial Classification Code: Not reported Primary NAIC System Code: Not reported Secondary NAIC System Code: Not reported Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs): Not reported Haz Waste Small Quantity Generator(or Smaller) Ind (as above): Not reported Nonhazardous Waste Generator Ind (as above): E	IL HWAR	S110864764 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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THORNDALE/WINTHROP BLD PTNRSHIP (Continued)

S110864764

Compost Annual Reort Ind (as above):	Not reported
Landfill Annual Report Ind (as above):	Not reported
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported
Haz Waste Permit Ind (S Indicates Activity):	Not reported
Solid Waste Permit Ind (S Indicates Activity):	Not reported
Used Tire Program Activity Ind (S Indicates Activity):	Not reported
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported
Lust Program Activity Ind (S Indicates Activity):	S
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported
FSRS Activity Ind (S Indicates Activity):	Not reported
State Response Action Activity Ind (S Indicates Activity):	Not reported
Name And Address Change Date:	06/01/99
Hazardous Annual Report Company Name:	Not reported
Hazardous Annual Report Street Address:	Not reported
Hazardous Annual Report Post Office Box:	Not reported
Hazardous Annual Report City:	Not reported
Hazardous Annual Report State:	Not reported
Hazardous Annual Report Zip Code:	Not reported
Hazardous Annual Report Telephone Number:	Not reported
Hazardous Annual Report Contact First Name:	Not reported
Hazardous Annual Report Contact Last Name:	Not reported
Hazardous Annual Report Contact Person Title Code:	Not reported
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	09/05/96
Change Date:	02/07/11
Primary USEPA Identification Number:	Not reported
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

203

**THORNDALE/WINTHROP BLDG. PARTNERSHIP
5934 NORTH WINTHROP
CHICAGO, IL 60660**

**IL LUST S105815639
N/A**

LUST:

Incident Num:	970078
IL EPA Id:	0316775059
Product:	Other Petro
IEMA Date:	01/14/1997
Project Manager:	Davison
Project Manager Phone:	Not reported
Email:	Not reported
PRP Name:	Thorndale/Winthrop Bldg. Partnership
PRP Contact:	Emmanuel Bennett
PRP Address:	1106 Thorndale
PRP City,St,Zip:	Chicago, IL 60660
PRP Phone:	Not reported
Site Classification:	Not reported
Section 57.5(g) Letter:	732
Non LUST Determination Letter:	Not reported

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	THORNDALE/WINTHROP BLDG. PARTNERSHIP (Continued)		S105815639
	20 Report Received: 01/31/1997 45 Report Received: 05/19/1997 Section 57.5(g) Letter: Not reported NFA/NFR Letter: 07/22/1997 NFR Date Recorded: 04/13/1998		
203	THORNDALE WINTHROP BUILDING 1100-1112 W THORNDALE 5934 N WINTHROP CHICAGO, IL 60660 UST: Facility ID: 2035277 Facility Status: CLOSED Facility Type: OTHER Owner Name: Thorndale Winthrop Building Owner Id: U0025078 Owner Address: 1106 W Thorndale Owner City,St,Zip: Chicago, IL 60660 Tank Number: 1 Tank Capacity: 1500 Tank Substance: Heating Oil Last Used Date: 05/12/1994 OSFM First Notify Date: 09/04/1996 Tank Status: Removed Red Tag Issue Date: Not reported Install Date: 01/01/1902 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported	IL UST	U003152220 N/A
203	GEORGE SWIFT SCHOOL 5900 N WINTHROP AVE CHICAGO, IL HWAR: Location Telephone Number: 7735342695 Location Contact Name: J CROWLEY Latitude Decimal Degrees (Assumed Nn.Nnnnn): 41989390 Longitude In Decimal Degrees (Assumed Decimal): 087658340 Owner Or Alternate Company Name: GEORGE B SWIFT ELEM SCHOOL Owner Or Alternate Street Address: 5900 NORTH WINTHROP AVE Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60660 Owner Or Alternate Telephone Number: 7735342699 Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: GEORGE B SWIFT ELEM SCHOOL Operator Or Alternate Street Address: 5900 NORTH WINTHROP AVE Operator Or Alternate Post Office Box: Not reported Operator Or Alternate City: CHICAGO Operator Or Alternate State: IL	IL HWAR IL AIRS	S107742274 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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GEORGE SWIFT SCHOOL (Continued)

S107742274

Operator Or Alternate Zip Code:	60660	
Operator Or Alternate Telephone Number:	7735342699	
Operator Or Alternate Contact Name:	Not reported	
Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	61111	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	H	
Nonhazardous Waste Generator Ind (as above):	E	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	03/26/02	
Hazardous Annual Report Company Name:	Not reported	
Hazardous Annual Report Street Address:	Not reported	
Hazardous Annual Report Post Office Box:	Not reported	
Hazardous Annual Report City:	Not reported	
Hazardous Annual Report State:	Not reported	
Hazardous Annual Report Zip Code:	Not reported	
Hazardous Annual Report Telephone Number:	Not reported	
Hazardous Annual Report Contact First Name:	Not reported	
Hazardous Annual Report Contact Last Name:	Not reported	
Hazardous Annual Report Contact Person Title Code:	Not reported	
Hazardous Annual Report New Notifier Code:	Not reported	
FIPS Country Code:	001	
FIPS State Code:	17	
FIPS County Code:	031	
FIPS City Or Township Code:	677	
IEPA Region Identifier:	2	
Original Entry Date:	08/02/94	
Change Date:	02/07/11	
Primary USEPA Identification Number:	ILD984868596	
Status:	Not reported	
Code:	BP	
Total Tanks:	Not reported	

IL AIRS:

Facility ID:	3432
ID Number:	031600ECU
Year:	Not reported
Contact Name:	Not reported
Contact Title:	Not reported
Contact Tele:	Not reported
Contact Extention:	Not reported
Contact EMail:	Not reported

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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GEORGE SWIFT SCHOOL (Continued)

S107742274

Contact Fax: Not reported
Cease Operation Date: 8/30/2000
SIC Code: 8211
Address Type Code: LOC

**203 SWIFT GEORGE B ELEMENTARY
5900 W WINTHROP AVE
CHICAGO, IL 60660**

**RCRA-SQG 1000906965
FINDS ILD984868596**

RCRA-SQG:

Date form received by agency: 08/16/1994
Facility name: SWIFT GEORGE B ELEMENTARY
Facility address: 5900 W WINTHROP AVE
CHICAGO, IL 60660
EPA ID: ILD984868596
Contact: RONALD BIEBEL
Contact address: 1 S 660 MIDWEST RD
OAKBROOK TERRACE, IL 60181
Contact country: US
Contact telephone: (708) 261-1100
Contact email: Not reported
EPA Region: 05
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: PUBLIC BLDG COMMISSION OF CHICAGO
Owner/operator address: RICHARD J DALEY CTR
CHICAGO, IL 60602
Owner/operator country: Not reported
Owner/operator telephone: (312) 744-3050
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
Used oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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SWIFT GEORGE B ELEMENTARY (Continued)

1000906965

Hazardous Waste Summary:

Waste code: D000
Waste name: Not Defined

Waste code: D003
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.

Waste code: D008
Waste name: LEAD

Violation Status: No violations found

FINDS:

Registry ID: 110009380366

Environmental Interest/Information System

US Geographic Names Information System (GNIS) is the official vehicle for geographic names used by the federal government and the source for applying geographic names to federal maps and other printed and electronic documents.

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

NCES (National Center for Education Statistics) is the primary federal entity for collecting and analyzing data related to education in the United States and other nations and the institute of education sciences.

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
204	HUNTER PROPERTIES 5943 N BROADWAY CHICAGO, IL 60660 FINDS: Registry ID: 110018383505 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.	FINDS	1007692503 N/A
204	HUNTER PROPERTIES 5943 N BROADWAY CHICAGO, IL 60660 RCRA-SQG: Date form received by agency: 09/09/2004 Facility name: HUNTER PROPERTIES Facility address: 5943 N BROADWAY CHICAGO, IL 60660 EPA ID: ILR000131532 Contact: RANDY PAVLOCK Contact address: Not reported Not reported Contact country: Not reported Contact telephone: (773) 477-7070 Contact email: Not reported EPA Region: 05 Classification: Small Small Quantity Generator Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time Owner/Operator Summary: Owner/operator name: HUNTER PROPERTIES Owner/operator address: 5943 N BROADWAY CHICAGO, IL 60660 Owner/operator country: US Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Owner Owner/Op start date: 06/01/2004 Owner/Op end date: Not reported Owner/operator name: HUNTER PROPERTIES Owner/operator address: 5943 N BROADWAY CHICAGO, IL 60660 Owner/operator country: US	RCRA-SQG	1007570043 ILR000131532

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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HUNTER PROPERTIES (Continued)

1007570043

Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/01/2004
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

204

**VACANT COMMERCIAL BUILDING
5943-59 N. BROADWAY AVE.
CHICAGO, IL 60660**

**IL UST U003975157
N/A**

UST:

Facility ID: 2042368
Facility Status: EXEMPT
Facility Type: NONE
Owner Name: Hunter Properties
Owner Id: U0032187
Owner Address: 2507 W. Addison
Owner City,St,Zip: Chicago, IL 60618

Tank Number: 1
Tank Capacity: 1000
Tank Substance: Naptha
Last Used Date: 12/31/1973
OSFM First Notify Date: 01/17/2006
Tank Status: Exempt from registration
Red Tag Issue Date: Not reported
Install Date: 01/01/1901

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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VACANT COMMERCIAL BUILDING (Continued)

U003975157

Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: Not reported

Tank Number: 2
Tank Capacity: 550
Tank Substance: Naptha
Last Used Date: 12/31/1973
OSFM First Notify Date: 01/17/2006
Tank Status: Exempt from registration
Red Tag Issue Date: Not reported
Install Date: 01/01/1901
Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: Not reported

204

HUNTER PROPERTIES
5943 N BROADWAY
CHICAGO, IL 60660

IL HWAR
IL SPILLS
S108046508
N/A

HWAR:

Location Telephone Number:	7734777070	
Location Contact Name:	RANDY PAVLOCK	
Latitude Decimal Degrees (Assumed Nn.Nnnnnn):	41990110	
Longitude In Decimal Degrees (Assumed Decimal):	087660030	
Owner Or Alternate Company Name:	Not reported	
Owner Or Alternate Street Address:	Not reported	
Owner Or Alternate Post Office Box:	Not reported	
Owner Or Alternate City:	Not reported	
Owner Or Alternate State:	Not reported	
Owner Or Alternate Zip Code:	Not reported	
Owner Or Alternate Telephone Number:	Not reported	
Owner Or Alternate Contact Name:	Not reported	
Operator Or Alternate Company Name:	Not reported	
Operator Or Alternate Street Address:	Not reported	
Operator Or Alternate Post Office Box:	Not reported	
Operator Or Alternate City:	Not reported	
Operator Or Alternate State:	Not reported	
Operator Or Alternate Zip Code:	Not reported	
Operator Or Alternate Telephone Number:	Not reported	
Operator Or Alternate Contact Name:	Not reported	
Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	Not reported	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
Nonhazardous Waste Generator Ind (as above):	Not reported	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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HUNTER PROPERTIES (Continued)

S108046508

Haz Waste Permit Ind (S Indicates Activity):	Not reported
Solid Waste Permit Ind (S Indicates Activity):	Not reported
Used Tire Program Activity Ind (S Indicates Activity):	Not reported
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported
Lust Program Activity Ind (S Indicates Activity):	S
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported
FSRS Activity Ind (S Indicates Activity):	Not reported
State Response Action Activity Ind (S Indicates Activity):	Not reported
Name And Address Change Date:	00/00/00
Hazardous Annual Report Company Name:	Not reported
Hazardous Annual Report Street Address:	Not reported
Hazardous Annual Report Post Office Box:	Not reported
Hazardous Annual Report City:	Not reported
Hazardous Annual Report State:	Not reported
Hazardous Annual Report Zip Code:	Not reported
Hazardous Annual Report Telephone Number:	Not reported
Hazardous Annual Report Contact First Name:	Not reported
Hazardous Annual Report Contact Last Name:	Not reported
Hazardous Annual Report Contact Person Title Code:	Not reported
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	09/08/04
Change Date:	02/07/11
Primary USEPA Identification Number:	ILR000131532
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

SPILLS:

Incident ID:	20041664
Incident Date:	Not reported
Facility Address:	5943 N BROADWAY ST
Facility City:	CHICAGO
PRP Name:	HUNTER PROPERTIES

204

**HUNTER PROPERTIES
5943 NORTH BROADWAY STREET
CHICAGO, IL 60660**

**IL LUST S106781173
N/A**

LUST:

Incident Num:	20041664
IL EPA Id:	0316775091
Product:	Other Petro
IEMA Date:	12/01/2004
Project Manager:	Bauer
Project Manager Phone:	(217) 782-3335
Email:	Brian.Bauer@illinois.gov
PRP Name:	Not reported
PRP Contact:	Not reported
PRP Address:	Not reported

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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HUNTER PROPERTIES (Continued)

S106781173

PRP City,St,Zip: Not reported
PRP Phone: Not reported
Site Classification: Not reported
Section 57.5(g) Letter: P.A.
Non LUST Determination Letter: Not reported
20 Report Received: 02/09/2005
45 Report Received: Not reported
Section 57.5(g) Letter: 04/05/2005
NFA/NFR Letter: Not reported
NFR Date Recorded: Not reported

204

**PRINCE AUTO RPR
5921 N BROADWAY
CHICAGO, IL 60660**

**RCRA-SQG 1000614697
FINDS ILD984850123**

RCRA-SQG:

Date form received by agency: 01/27/1992
Facility name: PRINCE AUTO RPR
Facility address: 5921 N BROADWAY
CHICAGO, IL 60660
EPA ID: ILD984850123
Contact: ABDUL DADA
Contact address: 5921 N BROADWAY
CHICAGO, IL 60660
Contact country: US
Contact telephone: (312) 275-9200
Contact email: Not reported
EPA Region: 05
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: DADA ABDUL
Owner/operator address: 5921 N BROADWAY
CHICAGO, IL 60660
Owner/operator country: Not reported
Owner/operator telephone: (312) 275-9200
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	PRINCE AUTO RPR (Continued) User oil refiner: No Used oil fuel marketer to burner: No Used oil Specification marketer: No Used oil transfer facility: No Used oil transporter: No Hazardous Waste Summary: Waste code: D001 Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE. Violation Status: No violations found FINDS: Registry ID: 110005905011 Environmental Interest/Information System RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.		1000614697
204	PRINCE AUTO REPAIR 5921 N BROADWAY CHICAGO, IL 60660 FINDS: Registry ID: 110018475041 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008150684 N/A
204	MILITARY & NAVAL DEPT CHIC BROADWAY 5917 N BROADWAY AVE CHICAGO, IL 60660 FINDS: Registry ID: 110018484282 Environmental Interest/Information System AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of	FINDS IL HVAR IL AIRS	1008151601 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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MILITARY & NAVAL DEPT CHIC BROADWAY (Continued)

1008151601

Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

HWAR:

Location Telephone Number:	7739894107	
Location Contact Name:	LTC LARRY MAAS	
Latitude Decimal Degrees (Assumed Nn.Nnnnnn):	41989500	
Longitude In Decimal Degrees (Assumed Decimal):	087659830	
Owner Or Alternate Company Name:	IL DEPT OF MILITARY AFFAIRS	
Owner Or Alternate Street Address:	5917 N BROADWAY AVE	
Owner Or Alternate Post Office Box:	Not reported	
Owner Or Alternate City:	CHICAGO	
Owner Or Alternate State:	IL	
Owner Or Alternate Zip Code:	606603597	
Owner Or Alternate Telephone Number:	7739894107	
Owner Or Alternate Contact Name:	Not reported	
Operator Or Alternate Company Name:	IL DEPT OF MILITARY AFFAIRS	
Operator Or Alternate Street Address:	5917 N BROADWAY AVE	
Operator Or Alternate Post Office Box:	Not reported	
Operator Or Alternate City:	CHICAGO	
Operator Or Alternate State:	IL	
Operator Or Alternate Zip Code:	606603597	
Operator Or Alternate Telephone Number:	7739894107	
Operator Or Alternate Contact Name:	Not reported	
Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	92314	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	E	
Nonhazardous Waste Generator Ind (as above):	Not reported	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	S	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	06/23/04	
Hazardous Annual Report Company Name:	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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MILITARY & NAVAL DEPT CHIC BROADWAY (Continued)

1008151601

Hazardous Annual Report Street Address:	Not reported
Hazardous Annual Report Post Office Box:	Not reported
Hazardous Annual Report City:	Not reported
Hazardous Annual Report State:	Not reported
Hazardous Annual Report Zip Code:	Not reported
Hazardous Annual Report Telephone Number:	Not reported
Hazardous Annual Report Contact First Name:	Not reported
Hazardous Annual Report Contact Last Name:	Not reported
Hazardous Annual Report Contact Person Title Code:	Not reported
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	03/16/95
Change Date:	02/07/11
Primary USEPA Identification Number:	ILR000050609
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

IL AIRS:

Facility ID:	3294
ID Number:	031600DLC
Year:	Not reported
Contact Name:	Not reported
Contact Title:	Not reported
Contact Tele:	Not reported
Contact Extention:	Not reported
Contact EMail:	Not reported
Contact Fax:	Not reported
Cease Operation Date:	6/17/1997
SIC Code:	9711
Address Type Code:	LOC

204

**BROADWAY ARMORY
5917 N BROADWAY AVE
CHICAGO, IL 60660**

**IL UST U001142611
N/A**

UST:

Facility ID:	2008720
Facility Status:	EXEMPT
Facility Type:	NONE
Owner Name:	Illinois Department of Military Affairs
Owner Id:	U0007399
Owner Address:	1301 North MacArthur Boulevard
Owner City,St,Zip:	Springfield, IL 627022399
Tank Number:	1
Tank Capacity:	6000
Tank Substance:	Heating Oil
Last Used Date:	01/01/1984
OSFM First Notify Date:	05/01/1986
Tank Status:	Exempt from registration
Red Tag Issue Date:	Not reported
Install Date:	01/01/1954

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	BROADWAY ARMORY (Continued)		U001142611
	Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported		
205	COM ED SHERIDAN & THORNDALE CHICAGO, IL 60660 RCRA-SQG: Date form received by agency: 06/20/2007 Facility name: COM ED Facility address: SHERIDAN & THORNDALE CHICAGO, IL 60660 EPA ID: ILR000147546 Mailing address: 3 LINCOLN CTR OAKBROOK TERRACE, IL 60181 Contact: NEENA HEMMADY Contact address: Not reported Not reported Contact country: Not reported Contact telephone: (630) 576-6724 Contact email: Not reported EPA Region: 05 Classification: Small Small Quantity Generator Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time Owner/Operator Summary: Owner/operator name: COM ED Owner/operator address: Not reported Not reported Owner/operator country: Not reported Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Owner Owner/Op start date: 06/20/2007 Owner/Op end date: Not reported Owner/operator name: COM ED Owner/operator address: Not reported Not reported Owner/operator country: Not reported Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Operator Owner/Op start date: 06/20/2007 Owner/Op end date: Not reported Handler Activities Summary: U.S. importer of hazardous waste: No Mixed waste (haz. and radioactive): No	RCRA-SQG	1010317621 ILR000147546

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	COM ED (Continued) Recycler of hazardous waste: No Transporter of hazardous waste: No Treater, storer or disposer of HW: No Underground injection activity: No On-site burner exemption: No Furnace exemption: No Used oil fuel burner: No Used oil processor: No User oil refiner: No Used oil fuel marketer to burner: No Used oil Specification marketer: No Used oil transfer facility: No Used oil transporter: No Hazardous Waste Summary: Waste code: D008 Waste name: LEAD Violation Status: No violations found		1010317621
205	COMED SHERIDAN & THORNDALE CHICAGO, IL 60660 FINDS: Registry ID: 110030734999 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.	FINDS	1010343482 N/A
206	DOVE EAST CLEANERS 1132 W THORNDALE AVE CHICAGO, IL 60626 RCRA-SQG: Date form received by agency: 01/20/1989 Facility name: DOVE EAST CLEANERS Facility address: 1132 W THORNDALE AVE CHICAGO, IL 60626 EPA ID: ILD103331146 Contact: KYU CHOON ON Contact address: 1132 W THORNDALE AVE CHICAGO, IL 60626 Contact country: US Contact telephone: (312) 784-2464 Contact email: Not reported	RCRA-SQG FINDS IL HWAR IL AIRS	1000841260 ILD103331146

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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DOVE EAST CLEANERS (Continued)

1000841260

EPA Region: 05
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: NAME NOT REPORTED
 Owner/operator address: ADDRESS NOT REPORTED
 CITY NOT REPORTED, AK 99998
 Owner/operator country: Not reported
 Owner/operator telephone: (312) 555-1212
 Legal status: Private
 Owner/Operator Type: Operator
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Owner/operator name: ON KYU CHOON
 Owner/operator address: 1132 W THORNDALE
 CHICAGO, IL 60626
 Owner/operator country: Not reported
 Owner/operator telephone: (312) 784-2464
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Hazardous Waste Summary:

Waste code: D000
 Waste name: Not Defined

Waste code: F002
 Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING,

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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DOVE EAST CLEANERS (Continued)

1000841260

BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110001337517

Environmental Interest/Information System

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HWAR:

Location Telephone Number:	7737842464
Location Contact Name:	KYU CHOON ON
Latitude Decimal Degrees (Assumed Nn.Nnnnn):	41990390
Longitude In Decimal Degrees (Assumed Decimal):	087659620
Owner Or Alternate Company Name:	WON AGNES
Owner Or Alternate Street Address:	1132 W THORNDAL AVE
Owner Or Alternate Post Office Box:	Not reported
Owner Or Alternate City:	CHICAGO
Owner Or Alternate State:	IL
Owner Or Alternate Zip Code:	60659
Owner Or Alternate Telephone Number:	7737842464
Owner Or Alternate Contact Name:	Not reported
Operator Or Alternate Company Name:	WON AGNES
Operator Or Alternate Street Address:	1132 W THORNDAL AVE
Operator Or Alternate Post Office Box:	Not reported
Operator Or Alternate City:	CHICAGO
Operator Or Alternate State:	IL
Operator Or Alternate Zip Code:	60659
Operator Or Alternate Telephone Number:	7737842464
Operator Or Alternate Contact Name:	Not reported
Secondary Or Alternate Usepa Identification Number:	Not reported

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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DOVE EAST CLEANERS (Continued)

1000841260

Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	Not reported	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	H	
Nonhazardous Waste Generator Ind (as above):	9	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	03/06/08	
Hazardous Annual Report Company Name:	Not reported	
Hazardous Annual Report Street Address:	Not reported	
Hazardous Annual Report Post Office Box:	Not reported	
Hazardous Annual Report City:	Not reported	
Hazardous Annual Report State:	Not reported	
Hazardous Annual Report Zip Code:	Not reported	
Hazardous Annual Report Telephone Number:	Not reported	
Hazardous Annual Report Contact First Name:	Not reported	
Hazardous Annual Report Contact Last Name:	Not reported	
Hazardous Annual Report Contact Person Title Code:	Not reported	
Hazardous Annual Report New Notifier Code:	Not reported	
FIPS Country Code:	001	
FIPS State Code:	17	
FIPS County Code:	031	
FIPS City Or Township Code:	613	
IEPA Region Identifier:	2	
Original Entry Date:	03/30/89	
Change Date:	02/07/11	
Primary USEPA Identification Number:	ILD103331146	
Status:	Not reported	
Code:	BP	
Total Tanks:	Not reported	

IL AIRS:

Facility ID:	13887
ID Number:	031600FVW
Year:	Not reported
Contact Name:	Not reported
Contact Title:	Not reported
Contact Tele:	Not reported
Contact Extention:	Not reported
Contact EMail:	Not reported
Contact Fax:	Not reported
Cease Operation Date:	1/15/1997
SIC Code:	Not reported
Address Type Code:	LOC

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
206	SMILE CLEANERS 1132 WEST THORNDALE AVENUE CHICAGO, IL 60660 DRYCLEANERS: Facility Id: 3871-1044-01 DC No: DC-01085 Facility Contact: SEOK J. HONG License Expires: 12/31/2011	IL DRYCLEANERS	S108536190 N/A
207	VERONA APARTMENTS 5860 N KENMORE CHICAGO, IL 60660 UST: Facility ID: 2034789 Facility Status: EXEMPT Facility Type: OTHER Owner Name: Verona Apartments Owner Id: U0024586 Owner Address: 5860 N Kenmore Owner City,St,Zip: Chicago, IL 60660 Tank Number: 1 Tank Capacity: 3000 Tank Substance: Heating Oil Last Used Date: 01/01/1968 OSFM First Notify Date: 02/21/1996 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: 01/01/1901 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported HWAR: Location Telephone Number: 7732715317 Location Contact Name: FRANK STRATZEN Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41988900 Longitude In Decimal Degrees (Assumed Decimal): 087657150 Owner Or Alternate Company Name: VERONA APARTMENTS Owner Or Alternate Street Address: 5860 N KENMORE AVE Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60660 Owner Or Alternate Telephone Number: 7732715317 Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: VERONA APARTMENTS Operator Or Alternate Street Address: 5860 N KENMORE AVE Operator Or Alternate Post Office Box: Not reported Operator Or Alternate City: CHICAGO Operator Or Alternate State: IL Operator Or Alternate Zip Code: 60660 Operator Or Alternate Telephone Number: 7732715317 Operator Or Alternate Contact Name: Not reported	IL UST IL HWAR	U003042182 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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VERONA APARTMENTS (Continued)

U003042182

Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	Not reported	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
Nonhazardous Waste Generator Ind (as above):	H	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	S	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	06/16/99	
Hazardous Annual Report Company Name:	Not reported	
Hazardous Annual Report Street Address:	Not reported	
Hazardous Annual Report Post Office Box:	Not reported	
Hazardous Annual Report City:	Not reported	
Hazardous Annual Report State:	Not reported	
Hazardous Annual Report Zip Code:	Not reported	
Hazardous Annual Report Telephone Number:	Not reported	
Hazardous Annual Report Contact First Name:	Not reported	
Hazardous Annual Report Contact Last Name:	Not reported	
Hazardous Annual Report Contact Person Title Code:	Not reported	
Hazardous Annual Report New Notifier Code:	Not reported	
FIPS Country Code:	001	
FIPS State Code:	17	
FIPS County Code:	031	
FIPS City Or Township Code:	677	
IEPA Region Identifier:	2	
Original Entry Date:	11/30/95	
Change Date:	02/07/11	
Primary USEPA Identification Number:	Not reported	
Status:	Not reported	
Code:	BP	
Total Tanks:	Not reported	

207

VERONA APARTMENTS
5860 N KENMORE AVE
CHICAGO, IL 60660

FINDS 1008139257
N/A

FINDS:

Registry ID: 110018359685

Environmental Interest/Information System

ACES (Illinois - Agency Compliance And Enforcement System) is the
Illinois EPA Project to facilitate the permitting operations

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
207	VERONA APARTMENTS 5860 NORTH KENMORE AVE. CHICAGO, IL 60660 LUST: Incident Num: 952343 IL EPA Id: 0316775053 Product: Other Petro IEMA Date: 11/15/1995 Project Manager: Putrich Project Manager Phone: (217) 524-4827 Email: Steve.Putrich@illinois.gov PRP Name: Verona Apartments PRP Contact: Frank Stratzen PRP Address: 5860 North Kenmore Ave. PRP City,St,Zip: Chicago, IL 60660 PRP Phone: Not reported Site Classification: Not reported Section 57.5(g) Letter: 732 Non LUST Determination Letter: Not reported 20 Report Received: Not reported 45 Report Received: Not reported Section 57.5(g) Letter: 01/03/1996 NFA/NFR Letter: Not reported NFR Date Recorded: Not reported	IL LUST	S104522312 N/A
207	CARL SANDIN TRUST BLDG 5857 N KENMORE AVE CHICAGO, IL 60660 FINDS: Registry ID: 110031014863 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1010342539 N/A
208	CHICAGO TRANSIT AUTH BROADWAY 5847 N BROADWAY CHICAGO, IL 60660 PADS: EPAID: ILD984785873 Facility name: CHICAGO TRANSIT AUTH BROADWAY Facility Address: 5847 N BROADWAY CHICAGO, IL 60660 Facility country: US Generator: Yes Storer: No Transporter: No Disposer: No Research facility: No Smelter: No Facility owner name: CHICAGO TRANSIT AUTH Contact title: Not reported Contact name: CAVNAH MARY D	PADS	1005480959 ILD984785873

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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CHICAGO TRANSIT AUTH BROADWAY (Continued)

1005480959

Contact tel: (312)664-7200
Contact extension: Not reported
Mailing address: MERCHANDISE ART PLAZA PO BOX 3555
CHICAGO, IL 60654
Mailing country: US
Cert. title: Not reported
Cert. name: Not reported
Cert. date: 4/25/1990
Date received: 6/5/1990

208

**CHICAGO TRANSIT AUTHORITY
5847 N BROADWAY
CHICAGO, IL 60660**

**FTTS
HIST FTTS
FINDS**

**1004471363
N/A**

FTTS INSP:

Inspection Number: 19920130IL014 1
Region: 05
Inspection Date: 01/30/92
Inspector: OSOWSKI
Violation occurred: No
Investigation Type: Section 6 PCB State Conducted
Investigation Reason: Neutral Scheme, State
Legislation Code: TSCA
Facility Function: User

HIST FTTS INSP:

Inspection Number: 19920130IL014 1
Region: 05
Inspection Date: Not reported
Inspector: OSOWSKI
Violation occurred: No
Investigation Type: Section 6 PCB State Conducted
Investigation Reason: Neutral Scheme, State
Legislation Code: TSCA
Facility Function: User

FINDS:

Registry ID: 110011424342

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
208	JUDGE H FISHER APTS IL 2-44D 5821 NORTH BROADWAY CHICAGO, IL 60660 UST: Facility ID: 2030478 Facility Status: INACTIVE Facility Type: NONE Owner Name: Chicago Housing Authority Owner Id: U0002876 Owner Address: 60 East Van Buren, 13th Floor Owner City,St,Zip: Chicago, IL 60605 Tank Number: 1 Tank Capacity: 10000 Tank Substance: Heating Oil Last Used Date: 04/01/1980 OSFM First Notify Date: 06/26/1992 Tank Status: Out of service Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No Tank Number: 2 Tank Capacity: 10000 Tank Substance: Heating Oil Last Used Date: 04/01/1980 OSFM First Notify Date: 06/26/1992 Tank Status: Out of service Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No Tank Number: 3 Tank Capacity: 3000 Tank Substance: Heating Oil Last Used Date: 12/31/1973 OSFM First Notify Date: Not reported Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported	IL UST	U001142200 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
209	1301 W ARDMORE AVE ITASCA, IL	HMIRS	9999010628 N/A
Click this hyperlink while viewing on your computer to access additional HMIRS detail in the EDR Site Report.			
210	5827 -29 N MAGNOLIA 5827 -29 N MAGNOLIA CHICAGO, IL 60660	FINDS	1014703104 N/A
FINDS:			
Registry ID: 110043571907			
Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations			
210	CHICAGO, CITY OF, POLICE DEPT 5827 N MAGNOLIA CHICAGO, IL 60660	IL HWAR	S110864799 N/A
HWAR:			
Location Telephone Number: 7089248219			
Location Contact Name: RICH CANNELLA			
Latitude Decimal Degrees (Assumed Nn.Nnnnnn): Not reported			
Longitude In Decimal Degrees (Assumed Decimal): Not reported			
Owner Or Alternate Company Name: CHICAGO POLICE DEPT			
Owner Or Alternate Street Address: 7500 S OKETO AVE			
Owner Or Alternate Post Office Box: Not reported			
Owner Or Alternate City: BRIDGEVIEW			
Owner Or Alternate State: IL			
Owner Or Alternate Zip Code: 60455			
Owner Or Alternate Telephone Number: Not reported			
Owner Or Alternate Contact Name: Not reported			
Operator Or Alternate Company Name: Not reported			
Operator Or Alternate Street Address: Not reported			
Operator Or Alternate Post Office Box: Not reported			
Operator Or Alternate City: Not reported			
Operator Or Alternate State: Not reported			
Operator Or Alternate Zip Code: Not reported			
Operator Or Alternate Telephone Number: Not reported			
Operator Or Alternate Contact Name: Not reported			
Secondary Or Alternate Usepa Identification Number: Not reported			
Standard Industrial Classification Code: Not reported			
Primary NAIC System Code: Not reported			
Secondary NAIC System Code: Not reported			
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs): Not reported			
Haz Waste Small Quantity Generator(or Smaller) Ind (as above): Not reported			
Nonhazardous Waste Generator Ind (as above): Not reported			
Compost Annual Reort Ind (as above): Not reported			
Landfill Annual Report Ind (as above): Not reported			
Potentially Infectious Medical Waste Annual Report Ind (as above): Not reported			
Haz Waste Permit Ind (S Indicates Activity): Not reported			

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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CHICAGO, CITY OF, POLICE DEPT (Continued)

S110864799

Solid Waste Permit Ind (S Indicates Activity):	Not reported
Used Tire Program Activity Ind (S Indicates Activity):	Not reported
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported
Lust Program Activity Ind (S Indicates Activity):	Not reported
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported
FSRS Activity Ind (S Indicates Activity):	Not reported
State Response Action Activity Ind (S Indicates Activity):	Not reported
Name And Address Change Date:	12/03/09
Hazardous Annual Report Company Name:	Not reported
Hazardous Annual Report Street Address:	Not reported
Hazardous Annual Report Post Office Box:	Not reported
Hazardous Annual Report City:	Not reported
Hazardous Annual Report State:	Not reported
Hazardous Annual Report Zip Code:	Not reported
Hazardous Annual Report Telephone Number:	Not reported
Hazardous Annual Report Contact First Name:	Not reported
Hazardous Annual Report Contact Last Name:	Not reported
Hazardous Annual Report Contact Person Title Code:	Not reported
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	11/30/09
Change Date:	12/03/09
Primary USEPA Identification Number:	Not reported
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

211

**SHERIDAN RD. BLDG.
5816 SHERIDAN RD.
CHICAGO, IL 60660**

**IL LUST S104524311
N/A**

LUST:

Incident Num:	923375
IL EPA Id:	0316775042
Product:	Fuel Oil
IEMA Date:	11/25/1992
Project Manager:	Nickell
Project Manager Phone:	(217) 782-6762
Email:	Not reported
PRP Name:	Sheridan Rd. Bldg.
PRP Contact:	Milton Vainder
PRP Address:	800 Austin Ave., Suite 502
PRP City,St,Zip:	Evanston, IL 60202
PRP Phone:	Not reported
Site Classification:	Not reported
Section 57.5(g) Letter:	731
Non LUST Determination Letter:	Not reported
20 Report Received:	12/22/1992
45 Report Received:	10/27/1993
Section 57.5(g) Letter:	Not reported
NFA/NFR Letter:	12/29/1993

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	SHERIDAN RD. BLDG. (Continued)		S104524311
	NFR Date Recorded: Not reported		
211	5816 SHERIDAN RD PARTNERSHIP, THE 5816 N SHERIDAN RD CHICAGO, IL 60660 FINDS: Registry ID: 110018469922 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008150172 N/A
211	5816 N SHERIDAN RD BLDG 5816 N SHERIDAN RD CHICAGO, IL 60660 UST: Facility ID: 2031332 Facility Status: CLOSED Facility Type: RESIDENCE (NON-FARM) Owner Name: A&D Mgmt Owner Id: U0020623 Owner Address: 5816 N Sheridan Rd Owner City,St,Zip: Chicago, IL 60660 Tank Number: 1 Tank Capacity: 5000 Tank Substance: Heating Oil Last Used Date: Not reported OSFM First Notify Date: 09/11/1992 Tank Status: Removed Red Tag Issue Date: Not reported Install Date: 01/01/1901 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported HWAR: Location Telephone Number: 8473283520 Location Contact Name: DR VAINDER Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41988020 Longitude In Decimal Degrees (Assumed Decimal): 087655680 Owner Or Alternate Company Name: 5816 SHERIDAN RD PTRSHP, THE Owner Or Alternate Street Address: 800 AUSTIN AVE STE 502 Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: EVANSTON Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60202 Owner Or Alternate Telephone Number: Not reported Owner Or Alternate Contact Name: Not reported	IL UST IL HWAR	U001141806 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	5816 N SHERIDAN RD BLDG (Continued)		U001141806
	Operator Or Alternate Company Name:	5816 SHERIDAN RD PTRSHIP	
	Operator Or Alternate Street Address:	800 AUSTIN AVE STE 502	
	Operator Or Alternate Post Office Box:	Not reported	
	Operator Or Alternate City:	EVANSTON	
	Operator Or Alternate State:	IL	
	Operator Or Alternate Zip Code:	60202	
	Operator Or Alternate Telephone Number:	Not reported	
	Operator Or Alternate Contact Name:	Not reported	
	Secondary Or Alternate Usepa Identification Number:	Not reported	
	Standard Industrial Classification Code:	Not reported	
	Primary NAIC System Code:	Not reported	
	Secondary NAIC System Code:	Not reported	
	Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	H	
	Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
	Nonhazardous Waste Generator Ind (as above):	Not reported	
	Compost Annual Reort Ind (as above):	Not reported	
	Landfill Annual Report Ind (as above):	Not reported	
	Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
	Haz Waste Permit Ind (S Indicates Activity):	Not reported	
	Solid Waste Permit Ind (S Indicates Activity):	Not reported	
	Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
	Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
	Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
	Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
	Lust Program Activity Ind (S Indicates Activity):	S	
	Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
	Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
	FSRS Activity Ind (S Indicates Activity):	Not reported	
	State Response Action Activity Ind (S Indicates Activity):	Not reported	
	Name And Address Change Date:	10/20/05	
	Hazardous Annual Report Company Name:	5816 N SHERIDAN RD BLDG	
	Hazardous Annual Report Street Address:	800 AUSTIN AVE	
	Hazardous Annual Report Post Office Box:	Not reported	
	Hazardous Annual Report City:	EVANSTON	
	Hazardous Annual Report State:	IL	
	Hazardous Annual Report Zip Code:	60020	
	Hazardous Annual Report Telephone Number:	8473283520	
	Hazardous Annual Report Contact First Name:	MILTON	
	Hazardous Annual Report Contact Last Name:	VAINDER	
	Hazardous Annual Report Contact Person Title Code:	D	
	Hazardous Annual Report New Notifier Code:	Not reported	
	FIPS Country Code:	001	
	FIPS State Code:	17	
	FIPS County Code:	031	
	FIPS City Or Township Code:	677	
	IEPA Region Identifier:	2	
	Original Entry Date:	09/10/92	
	Change Date:	02/07/11	
	Primary USEPA Identification Number:	ILD984904318	
	Status:	Not reported	
	Code:	BP	
	Total Tanks:	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
211	5816 N SHERIDAN RD BLDG 5816 N SHERIDAN RD CHICAGO, IL 60660	RCRA-NonGen FINDS	1000824063 ILD984904318
	RCRA-NonGen: Date form received by agency: 04/01/2006 Facility name: 5816 N SHERIDAN RD BLDG Facility address: 5816 N SHERIDAN RD CHICAGO, IL 60660 EPA ID: ILD984904318 Contact: ENV COORDINATOR Contact address: Not reported Not reported Contact country: Not reported Contact telephone: (847) 328-3520 Contact email: Not reported EPA Region: 05 Classification: Non-Generator Description: Handler: Non-Generators do not presently generate hazardous waste		
	Owner/Operator Summary: Owner/operator name: 5816 N SHERIDAN RD BLDG Owner/operator address: Not reported Not reported Owner/operator country: US Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Operator Owner/Op start date: 01/01/1900 Owner/Op end date: Not reported		
	Owner/operator name: 5816 N SHERIDAN RD BLDG Owner/operator address: Not reported Not reported Owner/operator country: US Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Owner Owner/Op start date: 01/01/1900 Owner/Op end date: Not reported		
	Owner/operator name: A AND P MGMT Owner/operator address: 5816 N SHERIDAN CHICAGO, IL 60660 Owner/operator country: Not reported Owner/operator telephone: (312) 764-2549 Legal status: Private Owner/Operator Type: Owner Owner/Op start date: Not reported Owner/Op end date: Not reported		
	Handler Activities Summary: U.S. importer of hazardous waste: No Mixed waste (haz. and radioactive): No Recycler of hazardous waste: No Transporter of hazardous waste: No Treater, storer or disposer of HW: No Underground injection activity: No		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	<p>5816 N SHERIDAN RD BLDG (Continued)</p> <p>On-site burner exemption: No</p> <p>Furnace exemption: No</p> <p>Used oil fuel burner: No</p> <p>Used oil processor: No</p> <p>User oil refiner: No</p> <p>Used oil fuel marketer to burner: No</p> <p>Used oil Specification marketer: No</p> <p>Used oil transfer facility: No</p> <p>Used oil transporter: No</p> <p>Historical Generators:</p> <p>Date form received by agency: 09/14/1992</p> <p>Facility name: 5816 N SHERIDAN RD BLDG</p> <p>Classification: Large Quantity Generator</p> <p>Hazardous Waste Summary:</p> <p>Waste code: D001</p> <p>Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.</p> <p>Violation Status: No violations found</p> <p>FINDS:</p> <p>Registry ID: 110005916358</p> <p>Environmental Interest/Information System</p> <p>RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.</p> <p>HAZARDOUS WASTE BIENNIAL REPORTER</p>		1000824063
211	<p>OSTERMAN BEACH LIGHTHOUSE</p> <p>5800 N SHERIDAN RD</p> <p>CHICAGO, IL 60660</p> <p>FINDS:</p> <p>Registry ID: 110037357464</p> <p>Environmental Interest/Information System</p> <p>ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations</p> <p>RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,</p>	FINDS	1011916211 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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OSTERMAN BEACH LIGHTHOUSE (Continued)

1011916211

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

211

**OSTERMAN BEACH LIGHTHOUSE
5800 N SHERIDAN RD
CHICAGO, IL 60660**

**IL HWAR S110864798
N/A**

HWAR:

Location Telephone Number:	3127424287	
Location Contact Name:	LEEANN THOMAS	
Latitude Decimal Degrees (Assumed Nn.Nnnnnn):	Not reported	
Longitude In Decimal Degrees (Assumed Decimal):	Not reported	
Owner Or Alternate Company Name:	OSTERMAN BEACH LIGHTHOUSE	
Owner Or Alternate Street Address:	541 N FAIRBANKS	
Owner Or Alternate Post Office Box:	Not reported	
Owner Or Alternate City:	CHICAGO	
Owner Or Alternate State:	IL	
Owner Or Alternate Zip Code:	60611	
Owner Or Alternate Telephone Number:	Not reported	
Owner Or Alternate Contact Name:	Not reported	
Operator Or Alternate Company Name:	Not reported	
Operator Or Alternate Street Address:	Not reported	
Operator Or Alternate Post Office Box:	Not reported	
Operator Or Alternate City:	Not reported	
Operator Or Alternate State:	Not reported	
Operator Or Alternate Zip Code:	Not reported	
Operator Or Alternate Telephone Number:	Not reported	
Operator Or Alternate Contact Name:	Not reported	
Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	Not reported	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
Nonhazardous Waste Generator Ind (as above):	Not reported	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	10/30/08	
Hazardous Annual Report Company Name:	Not reported	
Hazardous Annual Report Street Address:	Not reported	
Hazardous Annual Report Post Office Box:	Not reported	
Hazardous Annual Report City:	Not reported	
Hazardous Annual Report State:	Not reported	
Hazardous Annual Report Zip Code:	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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OSTERMAN BEACH LIGHTHOUSE (Continued)

S110864798

Hazardous Annual Report Telephone Number:	Not reported
Hazardous Annual Report Contact First Name:	Not reported
Hazardous Annual Report Contact Last Name:	Not reported
Hazardous Annual Report Contact Person Title Code:	Not reported
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	10/27/08
Change Date:	10/30/08
Primary USEPA Identification Number:	ILR000155416
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

211

**OSTERMAN BEACH LIGHTHOUSE
5800 N SHERIDAN RD
CHICAGO, IL 60660**

RCRA-CESQG

**1011862008
ILR000155416**

RCRA-CESQG:

Date form received by agency: 10/27/2008

Facility name: OSTERMAN BEACH LIGHTHOUSE

Facility address: 5800 N SHERIDAN RD
CHICAGO, IL 60660

EPA ID: ILR000155416

Mailing address: 541 N FAIRBANKS
CHICAGO, IL 60611

Contact: LEE ANN THOMAS

Contact address: Not reported
Not reported

Contact country: Not reported

Contact telephone: (312) 742-4287

Contact email: Not reported

EPA Region: 05

Classification: Conditionally Exempt Small Quantity Generator

Description: Handler: generates 100 kg or less of hazardous waste per calendar month, and accumulates 1000 kg or less of hazardous waste at any time; or generates 1 kg or less of acutely hazardous waste per calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates at any time: 1 kg or less of acutely hazardous waste; or 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste

Owner/Operator Summary:

Owner/operator name: CHICAGO PARK DIST

Owner/operator address: 541 N FAIRBANKS
CHICAGO, IL 60611

Owner/operator country: US

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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OSTERMAN BEACH LIGHTHOUSE (Continued)

1011862008

Owner/operator telephone: Not reported
 Legal status: Municipal
 Owner/Operator Type: Operator
 Owner/Op start date: 10/27/2008
 Owner/Op end date: Not reported

Owner/operator name: CHICAGO PARK DIST
 Owner/operator address: 541 N FAIRBANKS
 CHICAGO, IL 60611

Owner/operator country: US
 Owner/operator telephone: Not reported
 Legal status: Municipal
 Owner/Operator Type: Owner
 Owner/Op start date: 10/27/2008
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Hazardous Waste Summary:

Waste code: D008
 Waste name: LEAD

Violation Status: No violations found

211

SURFSIDE CONDOMINIUM ASSOC
5815 N SHERIDAN RD
CHICAGO, IL 60660

IL UST U002222629
N/A

UST:

Facility ID: 2031857
 Facility Status: ACTIVE
Facility Type: RESIDENCE (NON-FARM)
 Owner Name: Surfside Condominium Assoc
 Owner Id: U0021364
 Owner Address: 5815 N Sheridan Rd
 Owner City,St,Zip: Chicago, IL 60660

Tank Number: 1
 Tank Capacity: 18000
 Tank Substance: Heating Oil
 Last Used Date: Not reported
 OSFM First Notify Date: 03/09/1993
Tank Status: Currently in use

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	SURFSIDE CONDOMINIUM ASSOC (Continued) Red Tag Issue Date: Not reported Install Date: 01/01/1950 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No Tank Number: 2 Tank Capacity: 0 Tank Substance: Not reported Last Used Date: Not reported OSFM First Notify Date: 03/09/1993 Tank Status: Abandoned in place Red Tag Issue Date: Not reported Install Date: 01/01/1901 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No		U002222629
211	BEACH POINT TOWER CONDOMINIUM ASSOC 5801 N SHERIDAN CHICAGO, IL 60660 FINDS: Registry ID: 110018473560 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008150536 N/A
211	BEACH PT TOWER CONDO ASSN 5801 N SHERIDAN CHICAGO, IL 60660 RCRA-SQG: Date form received by agency: 04/15/1992 Facility name: BEACH PT TOWER CONDO ASSN Facility address: 5801 N SHERIDAN CHICAGO, IL 60660 EPA ID: ILD984863100 Contact: PAT HERNANDEZ Contact address: 5801 N SHERIDAN CHICAGO, IL 60660 Contact country: US Contact telephone: (312) 561-6013 Contact email: Not reported EPA Region: 05	RCRA-SQG FINDS IL UST IL HWAR	1000688745 ILD984863100

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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BEACH PT TOWER CONDO ASSN (Continued)

1000688745

Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: BEACH PT TOWER CONDO ASSN
Owner/operator address: 5801 N SHERIDAN RD
CHICAGO, IL 60660
Owner/operator country: Not reported
Owner/operator telephone: (312) 561-6013
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
Used oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

FINDS:

Registry ID: 110005908955

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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BEACH PT TOWER CONDO ASSN (Continued)

1000688745

program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

UST:

Facility ID:	2028867
Facility Status:	CLOSED
Facility Type:	NONE
Owner Name:	Beach Point Tower Condominium Assn
Owner Id:	U0018391
Owner Address:	5801 N Sheridan Rd
Owner City,St,Zip:	Chicago, IL 60660

Tank Number:	1
Tank Capacity:	18000
Tank Substance:	Heating Oil
Last Used Date:	12/01/1990
OSFM First Notify Date:	12/16/1991
Tank Status:	Abandoned in place
Red Tag Issue Date:	Not reported
Install Date:	Not reported
Green Tag Decal:	Not reported
Green Tag Issue Date:	Not reported
Green Tag Expire Date:	Not reported
Self Service Permit Inspection Date:	Not reported
Self Service Permit Expire Date:	Not reported
Fee Due:	Not reported

HWAR:

Location Telephone Number:	7735616013	
Location Contact Name:	PAT HERNANDEZ	
Latitude Decimal Degrees (Assumed Nn.Nnnnnn):	41987360	
Longitude In Decimal Degrees (Assumed Decimal):	087655060	
Owner Or Alternate Company Name:	BEACH POINT TOWER CONDO ASSOC	
Owner Or Alternate Street Address:	5801 N SHERIDAN	
Owner Or Alternate Post Office Box:	Not reported	
Owner Or Alternate City:	CHICAGO	
Owner Or Alternate State:	IL	
Owner Or Alternate Zip Code:	60660	
Owner Or Alternate Telephone Number:	7735616013	
Owner Or Alternate Contact Name:	Not reported	
Operator Or Alternate Company Name:	BEACH POINT TOWER CONDO ASSOC	
Operator Or Alternate Street Address:	5801 N SHERIDAN	
Operator Or Alternate Post Office Box:	Not reported	
Operator Or Alternate City:	CHICAGO	
Operator Or Alternate State:	IL	
Operator Or Alternate Zip Code:	60660	
Operator Or Alternate Telephone Number:	7735616013	
Operator Or Alternate Contact Name:	Not reported	
Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	Not reported	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	H	
Nonhazardous Waste Generator Ind (as above):	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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BEACH PT TOWER CONDO ASSN (Continued)

1000688745

Compost Annual Reort Ind (as above):	Not reported
Landfill Annual Report Ind (as above):	Not reported
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported
Haz Waste Permit Ind (S Indicates Activity):	Not reported
Solid Waste Permit Ind (S Indicates Activity):	Not reported
Used Tire Program Activity Ind (S Indicates Activity):	Not reported
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported
Lust Program Activity Ind (S Indicates Activity):	Not reported
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported
FSRS Activity Ind (S Indicates Activity):	Not reported
State Response Action Activity Ind (S Indicates Activity):	Not reported
Name And Address Change Date:	04/28/11
Hazardous Annual Report Company Name:	Not reported
Hazardous Annual Report Street Address:	Not reported
Hazardous Annual Report Post Office Box:	Not reported
Hazardous Annual Report City:	Not reported
Hazardous Annual Report State:	Not reported
Hazardous Annual Report Zip Code:	Not reported
Hazardous Annual Report Telephone Number:	Not reported
Hazardous Annual Report Contact First Name:	Not reported
Hazardous Annual Report Contact Last Name:	Not reported
Hazardous Annual Report Contact Person Title Code:	Not reported
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	04/21/92
Change Date:	04/28/11
Primary USEPA Identification Number:	ILD984863100
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

211

**5757 NORTH CONDO ASSN
5757 N SHERIDAN RD
CHICAGO, IL 60660**

**FINDS 1008122746
IL AIRS N/A**

FINDS:

Registry ID: 110018193863

Environmental Interest/Information System

AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act.

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	5757 NORTH CONDO ASSN (Continued) ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations IL AIRS: Facility ID: 14974 ID Number: 031600FZI Year: Not reported Contact Name: Not reported Contact Title: Not reported Contact Tele: Not reported Contact Extention: Not reported Contact EMail: Not reported Contact Fax: Not reported Cease Operation Date: 1/1/1901 SIC Code: Not reported Address Type Code: LOC		1008122746
211	5757 N SHERIDAN CONDO ASSOC 5757 N SHERIDAN CHICAGO, IL 60660 UST: Facility ID: 2027809 Facility Status: CLOSED Facility Type: NONE Owner Name: 5757 N Sheridan Condo Assoc Owner Id: U0017553 Owner Address: 5757 N Sheridan Owner City,St,Zip: Chicago, IL 60660 Tank Number: 1 Tank Capacity: 18000 Tank Substance: Not reported Last Used Date: 04/01/1980 OSFM First Notify Date: 07/03/1991 Tank Status: Abandoned in place Red Tag Issue Date: Not reported Install Date: 01/01/1961 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported Tank Number: 2 Tank Capacity: 8000 Tank Substance: Gasoline Last Used Date: 04/01/1980 OSFM First Notify Date: 07/03/1991 Tank Status: Abandoned in place Red Tag Issue Date: Not reported Install Date: 01/01/1961 Green Tag Decal: Not reported Green Tag Issue Date: Not reported	IL UST	U000864519 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	5757 N SHERIDAN CONDO ASSOC (Continued) Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported		U000864519
212	COM ED ARDMORE STA 1128 ARDMORE AVE CHICAGO, IL 60660 HWAR: Location Telephone Number: 3122944433 Location Contact Name: THOMAS HEMMINGER Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41987430 Longitude In Decimal Degrees (Assumed Decimal): 087659090 Owner Or Alternate Company Name: COM ED ENVIRO AFFAIRS Owner Or Alternate Street Address: Not reported Owner Or Alternate Post Office Box: 767 Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60690 Owner Or Alternate Telephone Number: 3122944433 Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: COM ED ENVIRO AFFAIRS Operator Or Alternate Street Address: Not reported Operator Or Alternate Post Office Box: 767 Operator Or Alternate City: CHICAGO Operator Or Alternate State: IL Operator Or Alternate Zip Code: 60690 Operator Or Alternate Telephone Number: 3122944433 Operator Or Alternate Contact Name: Not reported Secondary Or Alternate Usepa Identification Number: Not reported Standard Industrial Classification Code: 4911 Primary NAIC System Code: Not reported Secondary NAIC System Code: Not reported Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs): H Haz Waste Small Quantity Generator(or Smaller) Ind (as above): E Nonhazardous Waste Generator Ind (as above): Not reported Compost Annual Reort Ind (as above): Not reported Landfill Annual Report Ind (as above): Not reported Potentially Infectious Medical Waste Annual Report Ind (as above): Not reported Haz Waste Permit Ind (S Indicates Activity): Not reported Solid Waste Permit Ind (S Indicates Activity): Not reported Used Tire Program Activity Ind (S Indicates Activity): Not reported Compliance Order Tracking Activity Ind (S Indicates Activity): Not reported Facility Compliance Tracking System Activity Ind (S Indicates Activity): Not reported Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity): Not reported Lust Program Activity Ind (S Indicates Activity): Not reported Lust Reimbursement Program Activity Ind (S Indicates Activity): Not reported Site Remediation Program Activity Ind (S Indicates Activity): Not reported FSRS Activity Ind (S Indicates Activity): Not reported State Response Action Activity Ind (S Indicates Activity): Not reported Name And Address Change Date: 02/03/10 Hazardous Annual Report Company Name: COMM ED ENV AFFAIRS Hazardous Annual Report Street Address: Not reported Hazardous Annual Report Post Office Box: 767 Hazardous Annual Report City: CHICAGO Hazardous Annual Report State: IL Hazardous Annual Report Zip Code: 60690	IL HWAR	S110864736 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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COM ED ARDMORE STA (Continued)

S110864736

Hazardous Annual Report Telephone Number:	3122944433
Hazardous Annual Report Contact First Name:	BRIAN
Hazardous Annual Report Contact Last Name:	MCCANN
Hazardous Annual Report Contact Person Title Code:	D
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	12/09/85
Change Date:	02/07/11
Primary USEPA Identification Number:	ILD981101397
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

212

**COM ED ARDMORE STA
1128 ARDMORE AVE
CHICAGO, IL 60660**

**RCRA-NonGen
FINDS**

**1000301881
ILD981101397**

RCRA-NonGen:

Date form received by agency:	04/01/2006
Facility name:	COMMONWEALTH EDISON CO 638 ARDMORE STA
Facility address:	1128 ARDMORE AVE CHICAGO, IL 60660
EPA ID:	ILD981101397
Contact:	ENV COORDINATOR
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(312) 294-4433
Contact email:	Not reported
EPA Region:	05
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	COMMONWEALTH EDISON CO
Owner/operator address:	ADDRESS NOT REPORTED CITY NOT REPORTED, AK 99998
Owner/operator country:	Not reported
Owner/operator telephone:	(312) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/0001
Owner/Op end date:	Not reported

Owner/operator name:	NAME NOT REPORTED
Owner/operator address:	ADDRESS NOT REPORTED CITY NOT REPORTED, AK 99998
Owner/operator country:	Not reported
Owner/operator telephone:	(312) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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COM ED ARDMORE STA (Continued)

1000301881

Owner/operator name: COMMONWEALTH EDISON CO 638 ARDMORE STA
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1900
Owner/Op end date: Not reported

Owner/operator name: COMMONWEALTH EDISON CO 638 ARDMORE STA
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1900
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 11/13/1985
Facility name: COMMONWEALTH EDISON CO 638 ARDMORE STA
Classification: Large Quantity Generator

Hazardous Waste Summary:

Waste code: D000
Waste name: Not Defined

Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	COM ED ARDMORE STA (Continued)		1000301881
	Waste code: F002		
	Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.		
	Violation Status: No violations found		
	FINDS:		
	Registry ID: 110005855020		
	Environmental Interest/Information System		
	ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations		
	RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.		
	HAZARDOUS WASTE BIENNIAL REPORTER		
213	APARTMENT BUILDING/STOREFRONT 5806 N. BROADWAY CHICAGO, IL 60660	IL UST	U003971918 N/A
	UST:		
	Facility ID: 2042084		
	Facility Status: EXEMPT		
	Facility Type: NONE		
	Owner Name: Douglass Glaser		
	Owner Id: U0031854		
	Owner Address: 1031 N. Glenview Court		
	Owner City,St,Zip: Palatine, IL 60067		
	Tank Number: 1		
	Tank Capacity: 500		
	Tank Substance: Heating Oil		
	Last Used Date: 12/31/1973		
	OSFM First Notify Date: 04/27/2004		
	Tank Status: Exempt from registration		
	Red Tag Issue Date: Not reported		
	Install Date: 01/01/1901		
	Green Tag Decal: Not reported		
	Green Tag Issue Date: Not reported		
	Green Tag Expire Date: Not reported		
	Self Service Permit Inspection Date: Not reported		
	Self Service Permit Expire Date: Not reported		
	Fee Due: Not reported		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
213	UPTOWN AUTO SVC 5745 N BROADWAY CHICAGO, IL 60660	RCRA-SQG FINDS WI MANIFEST	1000344097 ILD984778951
	RCRA-SQG: Date form received by agency: 10/26/1989 Facility name: UPTOWN AUTO SERVICE Facility address: 5745 N BROADWAY CHICAGO, IL 60660 EPA ID: ILD984778951 Contact: JON YAMAGIWA Contact address: 5745 N BROADWAY CHICAGO, IL 60660 Contact country: US Contact telephone: (312) 561-6122 Contact email: Not reported EPA Region: 05 Classification: Small Small Quantity Generator Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time		
	Owner/Operator Summary: Owner/operator name: YAMAGIWA JON AND DENISE Owner/operator address: ADDRESS NOT REPORTED CITY NOT REPORTED, AK 99998 Owner/operator country: Not reported Owner/operator telephone: (312) 555-1212 Legal status: Private Owner/Operator Type: Owner Owner/Op start date: Not reported Owner/Op end date: Not reported Owner/operator name: NAME NOT REPORTED Owner/operator address: ADDRESS NOT REPORTED CITY NOT REPORTED, AK 99998 Owner/operator country: Not reported Owner/operator telephone: (312) 555-1212 Legal status: Federal Owner/Operator Type: Operator Owner/Op start date: Not reported Owner/Op end date: Not reported		
	Handler Activities Summary: U.S. importer of hazardous waste: No Mixed waste (haz. and radioactive): No Recycler of hazardous waste: No Transporter of hazardous waste: No Treater, storer or disposer of HW: No Underground injection activity: No On-site burner exemption: No Furnace exemption: No Used oil fuel burner: No Used oil processor: No User oil refiner: No Used oil fuel marketer to burner: No		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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UPTOWN AUTO SVC (Continued)

1000344097

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110005870209

Environmental Interest/Information System

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

WI MANIFEST:

Year: 05
EPA ID: ILD984778951
FID: 0

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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UPTOWN AUTO SVC (Continued)

1000344097

ACT Code: 201
 ACT Status: A
 ACT Code 1: 201
 ACT Name: HW Generator - Large
 Contact First Name: Not reported
 Contact Last Name: Not reported
 Contact Title: Not reported
 Contact Address: Not reported
 Contact State: Not reported
 Contact City: Not reported
 Contact Zip: 0
 Contact Telephone: 0
 Contact Extention: Not reported
 Contact Email Address: Not reported
 WI MANIFEST SHIP: -
 Manifest DOC ID: Not reported
 Copy Type: Not reported
 Gen EPA ID: Not reported
 Gen Date: Not reported
 TSD Date: Not reported
 TSD EPA ID: Not reported
 GEN Copy Revd Date: Not reported
 TSG Copy Revd Date: Not reported
 Manifest DOC ID: Not reported
 Waste Page No: Not reported
 Waste Line No: Not reported
 Waste Code: Not reported
 Waste Amount: Not reported
 Unit of Measure: Not reported
 Waste LBS: Not reported

WI MANIFEST TRANS: -
 Mifest DOC ID: Not reported
 TRAN EPA ID: Not reported
 TRAN ORDER NO: Not reported
 TRAN Date: Not reported

Manifest DOC ID: Not reported
 Waste Page No: Not reported
 Waste Line No: Not reported
 Waste Code: Not reported
 Waste Amount: Not reported
 Unit of Measure: Not reported
 Waste LBS: Not reported

213

**T H AUTO SERVICE
 5743 N BROADWAY
 CHICAGO, IL 99999**

**IL UST U003298399
 IL HWAR N/A**

UST:
 Facility ID: 2036044
 Facility Status: CLOSED
Facility Type: COMMERCIAL / RETAIL
 Owner Name: Schorvitz David M
 Owner Id: U0026316
 Owner Address: Po Box 548
 Owner City,St,Zip: Winnetka, IL 60093

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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T H AUTO SERVICE (Continued)

U003298399

Tank Number:	1
Tank Capacity:	500
Tank Substance:	Used Oil
Last Used Date:	11/01/1997
OSFM First Notify Date:	09/23/1997
Tank Status:	Removed
Red Tag Issue Date:	Not reported
Install Date:	01/01/1902
Green Tag Decal:	Not reported
Green Tag Issue Date:	Not reported
Green Tag Expire Date:	Not reported
Self Service Permit Inspection Date:	Not reported
Self Service Permit Expire Date:	Not reported
Fee Due:	Not reported

HWAR:

Location Telephone Number:	3127691909	
Location Contact Name:	STEVEN HUYH	
Latitude Decimal Degrees (Assumed Nn.Nnnnnn):	41986780	
Longitude In Decimal Degrees (Assumed Decimal):	087659740	
Owner Or Alternate Company Name:	T & H AUTO SVC	
Owner Or Alternate Street Address:	5743 N BROADWAY	
Owner Or Alternate Post Office Box:	Not reported	
Owner Or Alternate City:	CHICAGO	
Owner Or Alternate State:	IL	
Owner Or Alternate Zip Code:	60660	
Owner Or Alternate Telephone Number:	3127691909	
Owner Or Alternate Contact Name:	STEVEN HUYH	
Operator Or Alternate Company Name:	T & H AUTO SVC	
Operator Or Alternate Street Address:	5743 N BROADWAY	
Operator Or Alternate Post Office Box:	Not reported	
Operator Or Alternate City:	CHICAGO	
Operator Or Alternate State:	IL	
Operator Or Alternate Zip Code:	60660	
Operator Or Alternate Telephone Number:	3127691909	
Operator Or Alternate Contact Name:	STEVEN HUYH	
Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	Not reported	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
Nonhazardous Waste Generator Ind (as above):	Not reported	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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T H AUTO SERVICE (Continued)

U003298399

Name And Address Change Date:	03/18/04
Hazardous Annual Report Company Name:	Not reported
Hazardous Annual Report Street Address:	Not reported
Hazardous Annual Report Post Office Box:	Not reported
Hazardous Annual Report City:	Not reported
Hazardous Annual Report State:	Not reported
Hazardous Annual Report Zip Code:	Not reported
Hazardous Annual Report Telephone Number:	Not reported
Hazardous Annual Report Contact First Name:	Not reported
Hazardous Annual Report Contact Last Name:	Not reported
Hazardous Annual Report Contact Person Title Code:	Not reported
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	06/10/99
Change Date:	02/07/11
Primary USEPA Identification Number:	Not reported
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

214

**U.S. CELLULAR - HOLLYWOOD & BROADWAY
5734 NORTH WINTHROP
CHICAGO, IL 60660**

**IL TIER 2 S110156806
N/A**

TIER 2:

Corporate Name:	U.S. Cellular
Latitude:	41.986165999999898
Longitude:	-87.658164999999897
Chemical Name:	SULFURIC ACID
CAS Number:	7664939
Max Daily Range:	100-999
Year:	2010

Corporate Name:	U.S. Cellular
Latitude:	41.986165999999898
Longitude:	-87.658164999999897
Chemical Name:	SULFURIC ACID
CAS Number:	7664939
Max Daily Range:	100 - 999
Year:	2008

Corporate Name:	U.S. Cellular
Latitude:	41.986165999999898
Longitude:	-87.658164999999897
Chemical Name:	SULFURIC ACID
CAS Number:	7664939
Max Daily Range:	100 - 999
Year:	2009

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
215	BROADWAY COMMONS 5725 N BROADWAY CHICAGO, IL 60690	IL UST IL HWAR	U000790766 N/A
	UST: Facility ID: 2030555 Facility Status: CLOSED Facility Type: NONE Owner Name: American Natl Bk & Tr Co Tr #107252-8 Owner Id: U0020017 Owner Address: 33 N Lasalle Owner City,St,Zip: Chicago, IL 60690 Tank Number: 1 Tank Capacity: 1000 Tank Substance: Heating Oil Last Used Date: Not reported OSFM First Notify Date: 07/01/1992 Tank Status: Abandoned in place Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No HWAR: Location Telephone Number: 3127269622 Location Contact Name: MARTIN SWEENEY Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41986170 Longitude In Decimal Degrees (Assumed Decimal): 087659730 Owner Or Alternate Company Name: BROADWAY COMMONS Owner Or Alternate Street Address: 180 N MICHIGAN AVE Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60601 Owner Or Alternate Telephone Number: Not reported Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: BROADWAY COMMONS Operator Or Alternate Street Address: 180 N MICHIGAN AVENUE Operator Or Alternate Post Office Box: Not reported Operator Or Alternate City: CHICAGO Operator Or Alternate State: IL Operator Or Alternate Zip Code: 60601 Operator Or Alternate Telephone Number: Not reported Operator Or Alternate Contact Name: Not reported Secondary Or Alternate Usepa Identification Number: Not reported Standard Industrial Classification Code: Not reported Primary NAIC System Code: Not reported Secondary NAIC System Code: Not reported Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs): Not reported Haz Waste Small Quantity Generator(or Smaller) Ind (as above): Not reported Nonhazardous Waste Generator Ind (as above): Not reported Compost Annual Reort Ind (as above): Not reported Landfill Annual Report Ind (as above): Not reported Potentially Infectious Medical Waste Annual Report Ind (as above): Not reported		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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BROADWAY COMMONS (Continued)

U000790766

Haz Waste Permit Ind (S Indicates Activity):	Not reported
Solid Waste Permit Ind (S Indicates Activity):	Not reported
Used Tire Program Activity Ind (S Indicates Activity):	Not reported
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported
Lust Program Activity Ind (S Indicates Activity):	Not reported
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported
FSRS Activity Ind (S Indicates Activity):	Not reported
State Response Action Activity Ind (S Indicates Activity):	Not reported
Name And Address Change Date:	01/13/04
Hazardous Annual Report Company Name:	Not reported
Hazardous Annual Report Street Address:	Not reported
Hazardous Annual Report Post Office Box:	Not reported
Hazardous Annual Report City:	Not reported
Hazardous Annual Report State:	Not reported
Hazardous Annual Report Zip Code:	Not reported
Hazardous Annual Report Telephone Number:	Not reported
Hazardous Annual Report Contact First Name:	Not reported
Hazardous Annual Report Contact Last Name:	Not reported
Hazardous Annual Report Contact Person Title Code:	Not reported
Hazardous Annual Report New Notifier Code:	Not reported
FIPS Country Code:	001
FIPS State Code:	17
FIPS County Code:	031
FIPS City Or Township Code:	677
IEPA Region Identifier:	2
Original Entry Date:	02/17/99
Change Date:	02/07/11
Primary USEPA Identification Number:	Not reported
Status:	Not reported
Code:	BP
Total Tanks:	Not reported

215

BROADWAY COMMONS #48
5725 N. BROADWAY
CHICAGO, IL 60660

IL UST U003668634
N/A

UST:

Facility ID:	2038766
Facility Status:	EXEMPT
Facility Type:	NONE
Owner Name:	American National Bank & Trust
Owner Id:	U0028588
Owner Address:	180 N. Michigan Avenue #200 Land Trust #107252-68 C/O M&J Wilkow, Ltd.
Owner City,St,Zip:	Chicago, IL 60601
Tank Number:	1
Tank Capacity:	300
Tank Substance:	#2 Fuel Oil
Last Used Date:	12/31/1973
OSFM First Notify Date:	Not reported
Tank Status:	Exempt from registration
Red Tag Issue Date:	Not reported
Install Date:	Not reported
Green Tag Decal:	Not reported
Green Tag Issue Date:	Not reported

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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BROADWAY COMMONS #48 (Continued)

U003668634

Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: No

Tank Number: 2
Tank Capacity: 1000
Tank Substance: Heating Oil
Last Used Date: 12/31/1973
OSFM First Notify Date: Not reported
Tank Status: Exempt from registration
Red Tag Issue Date: Not reported
Install Date: Not reported
Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: Not reported

215

GERMAN MOTORS AUTO SERVICE
5734 N BROADWAY AVE
CHICAGO, IL 60660

IL UST U003929751
IL HWAR N/A

UST:

Facility ID: 2041896
Facility Status: EXEMPT
Facility Type: NONE
Owner Name: German Motors Auto Service
Owner Id: U0031575
Owner Address: 5734 N Broadway Ave
Owner City, St, Zip: Chicago, IL 60660

Tank Number: 1
Tank Capacity: 1000
Tank Substance: Gasoline
Last Used Date: 12/31/1973
OSFM First Notify Date: Not reported
Tank Status: Exempt from registration
Red Tag Issue Date: Not reported
Install Date: Not reported
Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: Not reported

HWAR:

Location Telephone Number: 7733347753
Location Contact Name: SAM TUBRING
Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41986130
Longitude In Decimal Degrees (Assumed Decimal): 087660500
Owner Or Alternate Company Name: TUBRING, SAM
Owner Or Alternate Street Address: 5734 N BROADWAY AVE
Owner Or Alternate Post Office Box: Not reported

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	GERMAN MOTORS AUTO SERVICE (Continued)		U003929751
	Owner Or Alternate City:	CHICAGO	
	Owner Or Alternate State:	IL	
	Owner Or Alternate Zip Code:	60660	
	Owner Or Alternate Telephone Number:	7733347753	
	Owner Or Alternate Contact Name:	SAM TUBRING	
	Operator Or Alternate Company Name:	TUBRING, SAM	
	Operator Or Alternate Street Address:	5734 N BROADWAY AVE	
	Operator Or Alternate Post Office Box:	Not reported	
	Operator Or Alternate City:	CHICAGO	
	Operator Or Alternate State:	IL	
	Operator Or Alternate Zip Code:	60660	
	Operator Or Alternate Telephone Number:	7733347753	
	Operator Or Alternate Contact Name:	SAM TUBRING	
	Secondary Or Alternate Usepa Identification Number:	Not reported	
	Standard Industrial Classification Code:	Not reported	
	Primary NAIC System Code:	Not reported	
	Secondary NAIC System Code:	Not reported	
	Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
	Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
	Nonhazardous Waste Generator Ind (as above):	Not reported	
	Compost Annual Reort Ind (as above):	Not reported	
	Landfill Annual Report Ind (as above):	Not reported	
	Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
	Haz Waste Permit Ind (S Indicates Activity):	Not reported	
	Solid Waste Permit Ind (S Indicates Activity):	Not reported	
	Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
	Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
	Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
	Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
	Lust Program Activity Ind (S Indicates Activity):	S	
	Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
	Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
	FSRS Activity Ind (S Indicates Activity):	Not reported	
	State Response Action Activity Ind (S Indicates Activity):	Not reported	
	Name And Address Change Date:	11/18/03	
	Hazardous Annual Report Company Name:	Not reported	
	Hazardous Annual Report Street Address:	Not reported	
	Hazardous Annual Report Post Office Box:	Not reported	
	Hazardous Annual Report City:	Not reported	
	Hazardous Annual Report State:	Not reported	
	Hazardous Annual Report Zip Code:	Not reported	
	Hazardous Annual Report Telephone Number:	Not reported	
	Hazardous Annual Report Contact First Name:	Not reported	
	Hazardous Annual Report Contact Last Name:	Not reported	
	Hazardous Annual Report Contact Person Title Code:	Not reported	
	Hazardous Annual Report New Notifier Code:	Not reported	
	FIPS Country Code:	001	
	FIPS State Code:	17	
	FIPS County Code:	031	
	FIPS City Or Township Code:	677	
	IEPA Region Identifier:	2	
	Original Entry Date:	10/31/03	
	Change Date:	02/07/11	
	Primary USEPA Identification Number:	Not reported	
	Status:	Not reported	
	Code:	BP	
	Total Tanks:	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
215	TUBRING, SAM 5734 NORTH BROADWAY AVENUE CHICAGO, IL 60660 LUST: Incident Num: 20031570 IL EPA Id: 0316775089 Product: Gasoline IEMA Date: 10/27/2003 Project Manager: Not reported Project Manager Phone: Not reported Email: Not reported PRP Name: Not reported PRP Contact: Not reported PRP Address: Not reported PRP City,St,Zip: Not reported PRP Phone: Not reported Site Classification: Not reported Section 57.5(g) Letter: P.A. Non LUST Determination Letter: Not reported 20 Report Received: Not reported 45 Report Received: Not reported Section 57.5(g) Letter: Not reported NFA/NFR Letter: Not reported NFR Date Recorded: Not reported	IL LUST	S106058486 N/A
215	COMMERCIAL PROPERTY 5719 N. BROADWAY STREET CHICAGO, IL 60660 UST: Facility ID: 2043360 Facility Status: EXEMPT Facility Type: NONE Owner Name: Comar Properties Owner Id: U0033606 Owner Address: 450 E. Roosevelt Rd. Owner City,St,Zip: Lombard, IL 60146 Tank Number: 1 Tank Capacity: 1150 Tank Substance: Heating Oil Last Used Date: 12/31/1973 OSFM First Notify Date: 06/14/2006 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported	IL UST	U004060423 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
215	COMAR INDUSTRIES 5715-5719 NORTH BROADWAY STREET CHICAGO, IL 60660 SRP: IL EPA Id: 0316775099 US EPA Id: Not reported Longitude: -87.65963 Latitude: 41.98605 Contact Name: Gus Danos Contact Address: 450 East Roosevelt Road Contact Address2: Not reported Contact City,St,Zip: Lombard, IL 60148- Contact Phone: (630) 889-9600 Date Enrolled: 09/29/2006 Point Of Contact: Gregory C. Weeks Consultant Company: K-Plus Environmental Services Consultant Address: 600 West Van Buren Street Consultant Address2: Suite 1000 Consultant City,St,Zip: Chicago, IL 60607- Consultant Phone: (708) 932-3975 Proj Mgr Assigned: Lucas Sec. 4 Letter Date: Not reported NFR Recorded: 9/30/2008 Active: False Total Acres: 0.49 No Further Remediation Letter Dt: 8/22/2008 Remediation Applicant Co: Comar Industries Remediation Applicant Title: President Remediation Applicant Name: Mr. Gus Danos Remediation Applicant Company: Comar Industries Remediation Applicant Address: 450 East Roosevelt Road Remediation Applicant Address 2: Not reported Remediation Applicant City,St,Zip: Lombard, IL 60148- Illinois EPA: 0316775099 Site Name: Comar Industries NFR Letter: 8/22/2008 NFR Letter Date Recorded: 9/30/2008 Site Type: Industrial/Commercial Comprehensive/Focused: Focused Institutional Controls: Not reported Barrier: Not reported Worker Caution: False Acres: 0.49	IL SRP	S108187548 N/A
215	COMAR INDUSTRIES 5715-5719 N BROADWAY ST CHICAGO, IL 60660 HWAR: Location Telephone Number: 6308899600 Location Contact Name: GUS DANOS Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41986050 Longitude In Decimal Degrees (Assumed Decimal): 087659630 Owner Or Alternate Company Name: COMAR INDUSTRIES Owner Or Alternate Street Address: 450 E ROOSEVELT RD Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: LOMBARD Owner Or Alternate State: IL	IL HWAR	S110864791 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	COMAR INDUSTRIES (Continued)		S110864791
	Owner Or Alternate Zip Code:	60148	
	Owner Or Alternate Telephone Number:	6308899600	
	Owner Or Alternate Contact Name:	GUS DANOS	
	Operator Or Alternate Company Name:	Not reported	
	Operator Or Alternate Street Address:	Not reported	
	Operator Or Alternate Post Office Box:	Not reported	
	Operator Or Alternate City:	Not reported	
	Operator Or Alternate State:	Not reported	
	Operator Or Alternate Zip Code:	Not reported	
	Operator Or Alternate Telephone Number:	Not reported	
	Operator Or Alternate Contact Name:	Not reported	
	Secondary Or Alternate Usepa Identification Number:	Not reported	
	Standard Industrial Classification Code:	Not reported	
	Primary NAIC System Code:	Not reported	
	Secondary NAIC System Code:	Not reported	
	Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
	Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
	Nonhazardous Waste Generator Ind (as above):	Not reported	
	Compost Annual Reort Ind (as above):	Not reported	
	Landfill Annual Report Ind (as above):	Not reported	
	Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
	Haz Waste Permit Ind (S Indicates Activity):	Not reported	
	Solid Waste Permit Ind (S Indicates Activity):	Not reported	
	Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
	Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
	Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
	Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
	Lust Program Activity Ind (S Indicates Activity):	Not reported	
	Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
	Site Remediation Program Activity Ind (S Indicates Activity):	S	
	FSRS Activity Ind (S Indicates Activity):	Not reported	
	State Response Action Activity Ind (S Indicates Activity):	Not reported	
	Name And Address Change Date:	10/04/06	
	Hazardous Annual Report Company Name:	Not reported	
	Hazardous Annual Report Street Address:	Not reported	
	Hazardous Annual Report Post Office Box:	Not reported	
	Hazardous Annual Report City:	Not reported	
	Hazardous Annual Report State:	Not reported	
	Hazardous Annual Report Zip Code:	Not reported	
	Hazardous Annual Report Telephone Number:	Not reported	
	Hazardous Annual Report Contact First Name:	Not reported	
	Hazardous Annual Report Contact Last Name:	Not reported	
	Hazardous Annual Report Contact Person Title Code:	Not reported	
	Hazardous Annual Report New Notifier Code:	Not reported	
	FIPS Country Code:	001	
	FIPS State Code:	17	
	FIPS County Code:	031	
	FIPS City Or Township Code:	677	
	IEPA Region Identifier:	2	
	Original Entry Date:	10/02/06	
	Change Date:	02/07/11	
	Primary USEPA Identification Number:	Not reported	
	Status:	Not reported	
	Code:	BP	
	Total Tanks:	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
215	MERIT MARK 5710 BROADWAY CHICAGO, IL 60660	RCRA-NonGen FINDS	1000614686 ILD984850016
	RCRA-NonGen: Date form received by agency: 01/27/1992 Facility name: MERIT MARK Facility address: 5710 BROADWAY CHICAGO, IL 60660 EPA ID: ILD984850016 Contact: KURT FICHTER Contact address: 5710 BROADWAY CHICAGO, IL 60660 Contact country: US Contact telephone: (312) 769-4177 Contact email: Not reported EPA Region: 05 Classification: Non-Generator Description: Handler: Non-Generators do not presently generate hazardous waste		
	Owner/Operator Summary: Owner/operator name: GREER CLIFFORD Owner/operator address: 5710 BROADWAY CHICAGO, IL 60660 Owner/operator country: Not reported Owner/operator telephone: (312) 769-4177 Legal status: Private Owner/Operator Type: Owner Owner/Op start date: Not reported Owner/Op end date: Not reported		
	Handler Activities Summary: U.S. importer of hazardous waste: No Mixed waste (haz. and radioactive): No Recycler of hazardous waste: No Transporter of hazardous waste: No Treater, storer or disposer of HW: No Underground injection activity: No On-site burner exemption: No Furnace exemption: No Used oil fuel burner: No Used oil processor: No Used oil refiner: No Used oil fuel marketer to burner: No Used oil Specification marketer: No Used oil transfer facility: No Used oil transporter: No		
	Hazardous Waste Summary: Waste code: D001 Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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MERIT MARK (Continued)

1000614686

Violation Status: No violations found

FINDS:

Registry ID: 110005904931

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

215

**EDGEWATER UPTOWN BLDG. CORP.
5710 NORTH BROADWAY
CHICAGO, IL 60660**

**IL LUST S104523812
IL HWAR N/A**

LUST:

Incident Num: 931732
IL EPA Id: 0316775033
Product: Fuel Oil
IEMA Date: 06/28/1993
Project Manager: Kessinger
Project Manager Phone: Not reported
Email: Not reported
PRP Name: Edgewater Uptown Bldg. Corp.
PRP Contact: Anthony A. Kopera
PRP Address: 4740 North Clark St.
PRP City,St,Zip: Chicago, IL 60640
PRP Phone: Not reported
Site Classification: Not reported
Section 57.5(g) Letter: 732
Non LUST Determination Letter: Not reported
20 Report Received: 07/22/1993
45 Report Received: 08/13/1993
Section 57.5(g) Letter: 10/31/1994
NFA/NFR Letter: Not reported
NFR Date Recorded: Not reported

HWAR:

Location Telephone Number: 7737690205
Location Contact Name: DR ANTHONY A KOPERA
Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41986110
Longitude In Decimal Degrees (Assumed Decimal): 087660560
Owner Or Alternate Company Name: EDGEWATER UPTOWN BLDG CORP
Owner Or Alternate Street Address: 5710 BROADWAY
Owner Or Alternate Post Office Box: Not reported
Owner Or Alternate City: CHICAGO
Owner Or Alternate State: IL
Owner Or Alternate Zip Code: 60660
Owner Or Alternate Telephone Number: 7737690205
Owner Or Alternate Contact Name: Not reported
Operator Or Alternate Company Name: EDGEWATER UPTOWN BLDG CORP
Operator Or Alternate Street Address: 5710 BROADWAY
Operator Or Alternate Post Office Box: Not reported
Operator Or Alternate City: CHICAGO

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	EDGEWATER UPTOWN BLDG. CORP. (Continued)		S104523812
	Operator Or Alternate State:	IL	
	Operator Or Alternate Zip Code:	60660	
	Operator Or Alternate Telephone Number:	7737690205	
	Operator Or Alternate Contact Name:	Not reported	
	Secondary Or Alternate Usepa Identification Number:	Not reported	
	Standard Industrial Classification Code:	Not reported	
	Primary NAIC System Code:	Not reported	
	Secondary NAIC System Code:	Not reported	
	Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	
	Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	H	
	Nonhazardous Waste Generator Ind (as above):	Not reported	
	Compost Annual Reort Ind (as above):	Not reported	
	Landfill Annual Report Ind (as above):	Not reported	
	Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
	Haz Waste Permit Ind (S Indicates Activity):	Not reported	
	Solid Waste Permit Ind (S Indicates Activity):	Not reported	
	Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
	Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
	Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
	Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
	Lust Program Activity Ind (S Indicates Activity):	S	
	Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
	Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
	FSRS Activity Ind (S Indicates Activity):	Not reported	
	State Response Action Activity Ind (S Indicates Activity):	Not reported	
	Name And Address Change Date:	06/19/08	
	Hazardous Annual Report Company Name:	Not reported	
	Hazardous Annual Report Street Address:	Not reported	
	Hazardous Annual Report Post Office Box:	Not reported	
	Hazardous Annual Report City:	Not reported	
	Hazardous Annual Report State:	Not reported	
	Hazardous Annual Report Zip Code:	Not reported	
	Hazardous Annual Report Telephone Number:	Not reported	
	Hazardous Annual Report Contact First Name:	Not reported	
	Hazardous Annual Report Contact Last Name:	Not reported	
	Hazardous Annual Report Contact Person Title Code:	Not reported	
	Hazardous Annual Report New Notifier Code:	Not reported	
	FIPS Country Code:	001	
	FIPS State Code:	17	
	FIPS County Code:	031	
	FIPS City Or Township Code:	677	
	IEPA Region Identifier:	2	
	Original Entry Date:	01/29/92	
	Change Date:	02/07/11	
	Primary USEPA Identification Number:	ILD984850016	
	Status:	Not reported	
	Code:	BP	
	Total Tanks:	Not reported	

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
215	EDGEWATER UPTOWN BLDG CORP 5710 BROADWAY CHICAGO, IL 60660 FINDS: Registry ID: 110018367159 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1008140000 N/A
215	COMMUNITY COUNSELING CENTERS 5710 N BROADWAY CHICAGO, IL 60640 UST: Facility ID: 2036883 Facility Status: EXEMPT Facility Type: NONE Owner Name: Edgewater Uptown Building Corporation Owner Id: U0027032 Owner Address: 4740 N Clark St Owner City,St,Zip: Chicago, IL 60640 Tank Number: 1 Tank Capacity: 1000 Tank Substance: Heating Oil Last Used Date: 12/31/1973 OSFM First Notify Date: 01/01/1902 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported Tank Number: 2 Tank Capacity: 2000 Tank Substance: Heating Oil Last Used Date: 12/31/1973 OSFM First Notify Date: 01/01/1902 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported Tank Number: 3 Tank Capacity: 500	IL UST	U003668037 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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COMMUNITY COUNSELING CENTERS (Continued)

U003668037

Tank Substance: Heating Oil
 Last Used Date: 12/31/1973
 OSFM First Notify Date: 01/01/1902
Tank Status: Exempt from registration
 Red Tag Issue Date: Not reported
 Install Date: Not reported
Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
 Fee Due: Not reported

215

**CITY AUTO RPR
 5668 BROADWAY
 CHICAGO, IL 60660**

**RCRA-SQG 1000688860
 FINDS ILD984867937**

RCRA-SQG:

Date form received by agency: 04/26/1992
 Facility name: CITY AUTO RPR
 Facility address: 5668 BROADWAY
 CHICAGO, IL 60660
 EPA ID: ILD984867937
 Contact: SMAIKE TARIQ
 Contact address: 5668 BROADWAY
 CHICAGO, IL 60660
 Contact country: US
 Contact telephone: (312) 561-8563
 Contact email: Not reported
 EPA Region: 05
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: SHAIKE TARIQ
 Owner/operator address: 5668 BROADWAY
 CHICAGO, IL 60660
 Owner/operator country: Not reported
 Owner/operator telephone: (312) 561-8563
 Legal status: Private
 Owner/Operator Type: Owner
 Owner/Op start date: Not reported
 Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
 Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	CITY AUTO RPR (Continued) <div> <div>Used oil fuel burner:</div> <div>No</div> </div> <div> <div>Used oil processor:</div> <div>No</div> </div> <div> <div>User oil refiner:</div> <div>No</div> </div> <div> <div>Used oil fuel marketer to burner:</div> <div>No</div> </div> <div> <div>Used oil Specification marketer:</div> <div>No</div> </div> <div> <div>Used oil transfer facility:</div> <div>No</div> </div> <div> <div>Used oil transporter:</div> <div>No</div> </div> <div> <div>Hazardous Waste Summary:</div> <div> <div>Waste code:</div> <div>D001</div> </div> <div> <div>Waste name:</div> <div>IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.</div> </div> <div> <div>Violation Status:</div> <div>No violations found</div> </div> </div> <div> <div>FINDS:</div> <div> <div>Registry ID:</div> <div>110005909801</div> </div> <div> <div>Environmental Interest/Information System</div> <div>RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.</div> </div> </div>		1000688860
215	CITY AUTO REPAIR 5668 BROADWAY CHICAGO, IL 60660 <div> <div>FINDS:</div> <div> <div>Registry ID:</div> <div>110018351013</div> </div> <div> <div>Environmental Interest/Information System</div> <div>ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations</div> </div> </div>	FINDS	1008138394 N/A
215	CITY AUTO REPAIR 5666-70 N BROADWAY CHICAGO, IL 60660 <div> <div>UST:</div> <div> <div>Facility ID:</div> <div>2035609</div> </div> <div> <div>Facility Status:</div> <div>CLOSED</div> </div> <div> <div>Facility Type:</div> <div>OTHER</div> </div> <div> <div>Owner Name:</div> <div>Wojnar Ron</div> </div> <div> <div>Owner Id:</div> <div>U0025668</div> </div> </div>	IL UST	U003193663 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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CITY AUTO REPAIR (Continued)

U003193663

Owner Address: 5657 N Broadway
Owner City,St,Zip: Chicago, IL 60660

Tank Number: 1
Tank Capacity: 1000
Tank Substance: Heating Oil
Last Used Date: 01/01/1992
OSFM First Notify Date: 04/04/1997
Tank Status: Removed
Red Tag Issue Date: Not reported
Install Date: 01/01/1957
Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: Not reported

Tank Number: 2
Tank Capacity: 500
Tank Substance: Used Oil
Last Used Date: 01/01/1992
OSFM First Notify Date: 04/04/1997
Tank Status: Removed
Red Tag Issue Date: Not reported
Install Date: 01/01/1957
Green Tag Decal: Not reported
Green Tag Issue Date: Not reported
Green Tag Expire Date: Not reported
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: Not reported

215

SHELL OIL CO
5701 N BROADWAY
CHICAGO, IL 60660

FINDS 1008125524
N/A

FINDS:

Registry ID: 110018221743

Environmental Interest/Information System

ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
215	CIRCLE K #6803 5701 NORTH BROADWAY CHICAGO, IL 60660 UST: Facility ID: 2021069 Facility Status: ACTIVE Facility Type: SELF-SERVICE STATION Owner Name: RDK Ventures, LLC Owner Id: U0035671 Owner Address: 4080 W. Jonathan Moore Pike Owner City,St,Zip: Columbus, IN 47201 Tank Number: 1 Tank Capacity: 10000 Tank Substance: Gasoline Last Used Date: Not reported OSFM First Notify Date: 04/24/1986 Tank Status: Currently in use Red Tag Issue Date: Not reported Install Date: 12/04/1984 Green Tag Decal: M003562 Green Tag Issue Date: 5/2/2011 Green Tag Expire Date: 12/31/2013 Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No Tank Number: 2 Tank Capacity: 10000 Tank Substance: Gasoline Last Used Date: Not reported OSFM First Notify Date: 04/24/1986 Tank Status: Currently in use Red Tag Issue Date: Not reported Install Date: 12/04/1984 Green Tag Decal: M003562 Green Tag Issue Date: 5/2/2011 Green Tag Expire Date: 12/31/2013 Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No Tank Number: 3 Tank Capacity: 10000 Tank Substance: Gasoline Last Used Date: Not reported OSFM First Notify Date: 04/24/1986 Tank Status: Currently in use Red Tag Issue Date: Not reported Install Date: 12/04/1984 Green Tag Decal: M003562 Green Tag Issue Date: 5/2/2011 Green Tag Expire Date: 12/31/2013 Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No	IL UST	U001143106 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	CIRCLE K #6803 (Continued)		U001143106
	Tank Number: 4 Tank Capacity: 10000 Tank Substance: Gasoline Last Used Date: Not reported OSFM First Notify Date: 04/24/1986 Tank Status: Currently in use Red Tag Issue Date: Not reported Install Date: 12/04/1984 Green Tag Decal: M003562 Green Tag Issue Date: 5/2/2011 Green Tag Expire Date: 12/31/2013 Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No		
215	EQUILON DBA SHELL 5701 N BROADWAY CHICAGO, IL 60660	RCRA-SQG	1007989629 ILR000133850
	RCRA-SQG: Date form received by agency: 02/22/2005 Facility name: EQUILON DBA SHELL Facility address: 5701 N BROADWAY CHICAGO, IL 60660 EPA ID: ILR000133850 Mailing address: 12700 NORTHBOROUGH DR HOUSTON, TX 77060 Contact: KYLE E LANDRENEAU Contact address: Not reported Not reported Contact country: Not reported Contact telephone: (281) 874-2008 Contact email: Not reported EPA Region: 05 Classification: Small Small Quantity Generator Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time		
	Owner/Operator Summary: Owner/operator name: EQUILON DBA SHELL Owner/operator address: PO BOX 2148 HOUSTON, TX 77252 Owner/operator country: US Owner/operator telephone: Not reported Legal status: Private Owner/Operator Type: Owner Owner/Op start date: 08/01/1998 Owner/Op end date: Not reported Owner/operator name: EQUILON DBA SHELL Owner/operator address: 5701 N BROADWAY CHICAGO, IL 60660 Owner/operator country: US Owner/operator telephone: Not reported		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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EQUILON DBA SHELL (Continued)

1007989629

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 08/01/1998
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

215

**BODYSHOP, THE
5656 N BROADWAY
CHICAGO, IL 60660**

**RCRA-SQG 1000462398
FINDS ILD984805424**

RCRA-SQG:

Date form received by agency: 10/22/1990
Facility name: THE BODY SHOP
Facility address: 5656 N BROADWAY
CHICAGO, IL 60660
EPA ID: ILD984805424
Contact: JOHN CLARK
Contact address: 5656 N BROADWAY
CHICAGO, IL 60660
Contact country: US
Contact telephone: (312) 784-2650
Contact email: Not reported
EPA Region: 05
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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BODYSHOP, THE (Continued)

1000462398

waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	TOM DIOSSY
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	Not reported
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

Waste code:	D001
Waste name:	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code:	F003
Waste name:	THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code:	F005
Waste name:	THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE,

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	BODYSHOP, THE (Continued) 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES. Violation Status: No violations found FINDS: Registry ID: 110005880118 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.		1000462398
215	AMOCO STATION #15590 5657 BROADWAY & HOLLYWOOD CHICAGO, IL 60626 LUST: Incident Num: 911508 IL EPA Id: 0316775024 Product: Gasoline IEMA Date: 06/04/1991 Project Manager: Putrich Project Manager Phone: (217) 524-4827 Email: Steve.Putrich@illinois.gov PRP Name: Amoco Oil Co. PRP Contact: Lyle Bruce PRP Address: 28100 Torch Pkwy., 6-S PRP City,St,Zip: Warrenville, IL 60555 PRP Phone: Not reported Site Classification: Not reported Section 57.5(g) Letter: 731 Non LUST Determination Letter: Not reported 20 Report Received: 07/11/1991 45 Report Received: 08/01/1991 Section 57.5(g) Letter: Not reported NFA/NFR Letter: 03/15/2000 NFR Date Recorded: 08/15/2000 UST: Facility ID: 2010834 Facility Status: CLOSED Facility Type: OTHER Owner Name: BP Products North America, Inc. Owner Id: U0000552 Owner Address: P. O. Box 6038 Environmental Compliance Department Owner City,St,Zip: Artesia, CA 90702	IL LUST IL UST	U001141927 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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AMOCO STATION #15590 (Continued)

U001141927

Tank Number: 1
 Tank Capacity: 500
 Tank Substance: Used Oil
 Last Used Date: Not reported
 OSFM First Notify Date: 04/25/1986
Tank Status: Removed
 Red Tag Issue Date: Not reported
 Install Date: 01/01/1968
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
 Fee Due: No

Tank Number: 10
 Tank Capacity: 15000
 Tank Substance: Gasoline
 Last Used Date: 10/01/2003
 OSFM First Notify Date: 07/02/2002
Tank Status: Removed
 Red Tag Issue Date: Not reported
 Install Date: 02/07/2002
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
 Fee Due: No

Tank Number: 11
 Tank Capacity: 15000
 Tank Substance: Gasoline
 Last Used Date: 10/01/2003
 OSFM First Notify Date: 07/02/2002
Tank Status: Removed
 Red Tag Issue Date: Not reported
 Install Date: 02/07/2002
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
 Fee Due: No

Tank Number: 2
 Tank Capacity: 6000
 Tank Substance: Gasoline
 Last Used Date: Not reported
 OSFM First Notify Date: 04/25/1986
Tank Status: Removed
 Red Tag Issue Date: Not reported
 Install Date: 01/01/1968
Green Tag Decal: D001965

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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AMOCO STATION #15590 (Continued)

U001141927

Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: No

Tank Number: 3
Tank Capacity: 6000
Tank Substance: Gasoline
Last Used Date: Not reported
OSFM First Notify Date: 04/25/1986
Tank Status: Removed
Red Tag Issue Date: Not reported
Install Date: 01/01/1968
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: No

Tank Number: 4
Tank Capacity: 8000
Tank Substance: Gasoline
Last Used Date: Not reported
OSFM First Notify Date: 04/25/1986
Tank Status: Removed
Red Tag Issue Date: Not reported
Install Date: 01/01/1968
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: No

Tank Number: 5
Tank Capacity: 12000
Tank Substance: Gasoline
Last Used Date: Not reported
OSFM First Notify Date: 03/23/1993
Tank Status: Removed
Red Tag Issue Date: Not reported
Install Date: 06/05/1991
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: No

Tank Number: 6
Tank Capacity: 12000

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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AMOCO STATION #15590 (Continued)

U001141927

Tank Substance: Gasoline
Last Used Date: Not reported
OSFM First Notify Date: 03/23/1993
Tank Status: Removed
Red Tag Issue Date: Not reported
Install Date: 06/05/1991
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: No

Tank Number: 7
Tank Capacity: 12000
Tank Substance: Gasoline
Last Used Date: Not reported
OSFM First Notify Date: 03/23/1993
Tank Status: Removed
Red Tag Issue Date: Not reported
Install Date: 06/05/1991
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: No

Tank Number: 8
Tank Capacity: 550
Tank Substance: Used Oil
Last Used Date: Not reported
OSFM First Notify Date: 03/23/1993
Tank Status: Removed
Red Tag Issue Date: Not reported
Install Date: 06/05/1991
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005
Self Service Permit Inspection Date: Not reported
Self Service Permit Expire Date: Not reported
Fee Due: No

Tank Number: 9
Tank Capacity: 4000
Tank Substance: Fuel Oil
Last Used Date: 12/31/1973
OSFM First Notify Date: 07/02/2002
Tank Status: Exempt from registration
Red Tag Issue Date: Not reported
Install Date: Not reported
Green Tag Decal: D001965
Green Tag Issue Date: 6/7/2002
Green Tag Expire Date: 12/31/2005

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	AMOCO STATION #15590 (Continued) Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported		U001141927
215	VACANT LOT 5642 N. BROADWAY CHICAGO, IL 60660 UST: Facility ID: 2043348 Facility Status: EXEMPT Facility Type: COMMERCIAL / RETAIL Owner Name: 5642 Broadway, LLC Owner Id: U0033598 Owner Address: 1924-1928 W. Diversey Owner City,St,Zip: Chicago, IL 60614 Tank Number: 1 Tank Capacity: 1000 Tank Substance: Heating Oil Last Used Date: 12/01/1970 OSFM First Notify Date: 08/14/2006 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported Tank Number: 2 Tank Capacity: 1500 Tank Substance: Heating Oil Last Used Date: 12/31/1973 OSFM First Notify Date: Not reported Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported	IL UST	U004060411 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
215	BROADWAY HOLLYWOOD AMOCO 15590 5657 N BROADWAY CHICAGO, IL 60660	RCRA-SQG	1000463088 ILD984813576
	RCRA-SQG: Date form received by agency: 02/01/1991 Facility name: BROADWAY HOLLYWOOD AMOCO 15590 Facility address: 5657 N BROADWAY CHICAGO, IL 60660 EPA ID: ILD984813576 Mailing address: 2021 SPRING RD STE 400 OAK BROOK, IL 60521 Contact: R LARSEN Contact address: 2021 SPRING RD STE 400 OAK BROOK, IL 60521 Contact country: US Contact telephone: (708) 990-5714 Contact email: Not reported EPA Region: 05 Classification: Small Small Quantity Generator Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time		
	Owner/Operator Summary: Owner/operator name: AMOCO OIL CO Owner/operator address: 2021 SPRING RD STE 400 OAK BROOK, IL 60521 Owner/operator country: Not reported Owner/operator telephone: (708) 990-5714 Legal status: Private Owner/Operator Type: Owner Owner/Op start date: Not reported Owner/Op end date: Not reported		
	Handler Activities Summary: U.S. importer of hazardous waste: No Mixed waste (haz. and radioactive): No Recycler of hazardous waste: No Transporter of hazardous waste: No Treater, storer or disposer of HW: No Underground injection activity: No On-site burner exemption: No Furnace exemption: No Used oil fuel burner: No Used oil processor: No Used oil refiner: No Used oil fuel marketer to burner: No Used oil Specification marketer: No Used oil transfer facility: No Used oil transporter: No		
	Hazardous Waste Summary: Waste code: D001 Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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BROADWAY HOLLYWOOD AMOCO 15590 (Continued)

1000463088

CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

215

**AMOCO STATION #15590
5657 NORTH BROADWAY AVE.
CHICAGO, IL 60600**

**IL UIC S105226854
IL LUST N/A**

UIC:

Count: 65
Illinois ID: 316775024
Facility ID: Not reported
Facility Contact: Not reported
Facility Contact Phone: Not reported
Index: 36
Count: Not reported
Facility ID: Not reported
Contact: Not reported
Telephone: Not reported
Organization: Not reported
Address: Not reported
City/State/Zip: Not reported
Private/Public: Not reported
Ownership: Not reported
Count: 65
Facility ID: Not reported
Lat/Long (Idm): 0 0 0 / 0 0 0
Additional Wells: Not reported
Count: 65
Illinois ID: 316775024
Facility ID: Not reported
Well Code: 5X26
Description: Aquifer Remediation Related Wells
Total Number of Wells: 1
Under Construction: Yes
Active: No
Temporarily Abandoned: No
Plugged and Abandoned: No
Plugged and Abandoned w/Notice: No
First Entered Date: 1991-12-03 00:00:00
Update Date: 1991-12-03 00:00:00
Count: 65
Illinois ID: 316775024
Facility ID: Not reported
Lust Incident #: 0
Comment1: Not reported
Comment2: Not reported
Comment3: Not reported

LUST:

Incident Num: 20020159

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	AMOCO STATION #15590 (Continued) IL EPA Id: 0316775024 Product: Gasoline IEMA Date: 02/01/2002 Project Manager: Putrich Project Manager Phone: (217) 524-4827 Email: Steve.Putrich@illinois.gov PRP Name: BP Products North America, Inc. PRP Contact: Harold Primack PRP Address: 28100 Torch Parkway, 2S PRP City,St,Zip: Warrenville, IL 60555 PRP Phone: 6308367139 Site Classification: High Section 57.5(g) Letter: 732 Non LUST Determination Letter: Not reported 20 Report Received: 02/11/2002 45 Report Received: 03/18/2002 Section 57.5(g) Letter: Not reported NFA/NFR Letter: 04/14/2006 NFR Date Recorded: 06/15/2006		S105226854
215	AMOCO OIL CO 5657 N BROADWAY AVE CHICAGO, IL 60660 FINDS: Registry ID: 110018207046 Environmental Interest/Information System AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act. ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.	FINDS IL AIRS	1008124060 N/A
	IL AIRS: Facility ID: 4027 ID Number: 031600FNL Year: Not reported Contact Name: Not reported		

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	AMOCO OIL CO (Continued)		1008124060
	Contact Title: Not reported Contact Tele: Not reported Contact Extention: Not reported Contact EMail: Not reported Contact Fax: Not reported Cease Operation Date: 3/17/1995 SIC Code: 5171 Address Type Code: LOC		
216	HOLLYWOOD TOWERS CONDOMINIUM ASSN 5701 N SHERIDAN CHICAGO, IL 60660 FINDS: Registry ID: 110018211166 Environmental Interest/Information System AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act. ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations HWAR: Location Telephone Number: 7737846900 Location Contact Name: TOM TAYLOR Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41985580 Longitude In Decimal Degrees (Assumed Decimal): 087654950 Owner Or Alternate Company Name: HOLLYWOOD TOWERS CONDO ASSO Owner Or Alternate Street Address: 5701 N SHERIDAN RD Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60660 Owner Or Alternate Telephone Number: 7737846900 Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: HOLLYWOOD TOWERS CONDO ASSO Operator Or Alternate Street Address: 5701 N SHERIDAN RD Operator Or Alternate Post Office Box: Not reported Operator Or Alternate City: CHICAGO Operator Or Alternate State: IL Operator Or Alternate Zip Code: 60660 Operator Or Alternate Telephone Number: 7737846900 Operator Or Alternate Contact Name: Not reported Secondary Or Alternate Usepa Identification Number: Not reported Standard Industrial Classification Code: Not reported	FINDS IL HWAR IL AIRS	1008124468 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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HOLLYWOOD TOWERS CONDOMINIUM ASSN (Continued)

1008124468

Primary NAIC System Code:	Not reported	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
Nonhazardous Waste Generator Ind (as above):	H	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	01/28/04	
Hazardous Annual Report Company Name:	Not reported	
Hazardous Annual Report Street Address:	Not reported	
Hazardous Annual Report Post Office Box:	Not reported	
Hazardous Annual Report City:	Not reported	
Hazardous Annual Report State:	Not reported	
Hazardous Annual Report Zip Code:	Not reported	
Hazardous Annual Report Telephone Number:	Not reported	
Hazardous Annual Report Contact First Name:	Not reported	
Hazardous Annual Report Contact Last Name:	Not reported	
Hazardous Annual Report Contact Person Title Code:	Not reported	
Hazardous Annual Report New Notifier Code:	Not reported	
FIPS Country Code:	001	
FIPS State Code:	17	
FIPS County Code:	031	
FIPS City Or Township Code:	677	
IEPA Region Identifier:	2	
Original Entry Date:	11/02/90	
Change Date:	02/07/11	
Primary USEPA Identification Number:	Not reported	
Status:	Not reported	
Code:	BP	
Total Tanks:	Not reported	

IL AIRS:

Facility ID:	3846
ID Number:	031600FFS
Year:	Not reported
Contact Name:	Not reported
Contact Title:	Not reported
Contact Tele:	Not reported
Contact Extention:	Not reported
Contact EMail:	Not reported
Contact Fax:	Not reported
Cease Operation Date:	7/1/1994
SIC Code:	6531
Address Type Code:	LOC

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
216	HOLLYWOOD TOWER CONDOMINIUM ASSC 5701 N SHERIDAN RD CHICAGO, IL 60660 UST: Facility ID: 2025268 Facility Status: CLOSED Facility Type: NONE Owner Name: Hollywood Tower Condominium Assc Owner Id: U0006940 Owner Address: 5701 N Sheridan Rd Owner City,St,Zip: Chicago, IL 60660 Tank Number: 1 Tank Capacity: 30000 Tank Substance: Not reported Last Used Date: Not reported OSFM First Notify Date: 02/13/1990 Tank Status: Abandoned in place Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported Tank Number: 2 Tank Capacity: 0 Tank Substance: Gasoline Last Used Date: 12/01/1978 OSFM First Notify Date: 02/13/1990 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported	IL UST	U000173655 N/A
216	HOLLYWOOD HOUSE APARTMENTS 5700 NORTH SHERIDAN CHICAGO, IL 60660 UST: Facility ID: 2044313 Facility Status: EXEMPT Facility Type: COMMERCIAL / RETAIL Owner Name: Hollywood House Limited Partnership Owner Id: U0035260 Owner Address: 208 South LaSalle Street, Suite 1818 Owner City,St,Zip: Chicago, IL 60604 Tank Number: 1 Tank Capacity: 15000 Tank Substance: Heating Oil	IL UST	U004135396 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	HOLLYWOOD HOUSE APARTMENTS (Continued)		U004135396
	Last Used Date: 12/31/1973 OSFM First Notify Date: 04/30/2009 Tank Status: Exempt from registration Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported		
216	HOLLYWOOD HOUSE 5700 N SHERIDAN RD CHICAGO, IL IL AIRS: Facility ID: 13520 ID Number: 031600FTT Year: Not reported Contact Name: Not reported Contact Title: Not reported Contact Tele: Not reported Contact Extention: Not reported Contact EMail: Not reported Contact Fax: Not reported Cease Operation Date: 1/1/1995 SIC Code: Not reported Address Type Code: LOC	IL AIRS	S107742735 N/A
216	HOLLYWOOD HOUSE 5700 NO. SHERIDAN ROAD CHICAGO, IL 60660 FINDS: Registry ID: 110001357291 Environmental Interest/Information System AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V of the Clean Air Act. ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1004473965 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
217	POOMEROY CITIZENS CTR IL 2-39 1039 WEST HOLLYWOOD CHICAGO, IL 60660 UST: Facility ID: 2030468 Facility Status: CLOSED Facility Type: NONE Owner Name: Chicago Housing Authority Owner Id: U0002876 Owner Address: 60 East Van Buren, 13th Floor Owner City,St,Zip: Chicago, IL 60605 Tank Number: 1 Tank Capacity: 10000 Tank Substance: Not reported Last Used Date: 04/01/1980 OSFM First Notify Date: 06/26/1992 Tank Status: Removed Red Tag Issue Date: Not reported Install Date: Not reported Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: Not reported	IL UST	U000864923 N/A
217	POMEROY SENIOR HOUSING 1039 W HOLLYWOOD CHICAGO, IL 60660 FINDS: Registry ID: 110040319063 Environmental Interest/Information System ACES (Illinois - Agency Compliance And Enforcement System) is the Illinois EPA Project to facilitate the permitting operations	FINDS	1012298048 N/A
218	GENGHISKHAN XIONG 5680 NORTH RIDGE AVENUE CHICAGO, IL 60660 FINDS: Registry ID: 110037080226 Environmental Interest/Information System ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and	FINDS	1011848812 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	GENGHISKHAN XIONG (Continued)		1011848812
	it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.		
218	GENGHISKHAN XIONG 5680 NORTH RIDGE AVENUE CHICAGO IL 60660 CHICAGO, IL 60660	ICIS	1011869269 N/A
	ICIS: Enforcement Action ID: 05-2008-0073 FRS ID: 110037080226 Program ID: FRS 110037080226 Action Name: GENGHISKHAN XIONG (CAA) Facility Name: GENGHISKHAN XIONG Facility Address: 5680 NORTH RIDGE AVENUE CHICAGO IL 60660 CHICAGO, Illinois 60660 Enforcement Action Type: TSCA 16 Action For Penalty Facility County: Cook EPA Region #: 5 Program ID: FRS 110037080226 Facility Name: GENGHISKHAN XIONG Address: 5680 NORTH RIDGE AVENUE Tribal Indicator: N Fed Facility: Not reported NAIC Code: Not reported SIC Code: Not reported Latitude: 41.985312 Longitude: -87.662793		
219	SHERIDAN-HOLLYWOOD TOWER APTS 5650 N SHERIDAN RD CHICAGO, IL 60660	IL UST	U000865437 N/A
	UST: Facility ID: 2026452 Facility Status: CLOSED Facility Type: NONE Owner Name: Krupp Realty Co Ltd Ptsp Owner Id: U0008678 Owner Address: 6133 N River Rd Ste 300 Owner City,St,Zip: Rosemont, IL 60018 Tank Number: 1 Tank Capacity: 12000 Tank Substance: Heating Oil Last Used Date: 04/01/1981 OSFM First Notify Date: 11/13/1990 Tank Status: Abandoned in place Red Tag Issue Date: Not reported Install Date: Not reported		

MAP FINDINGS

FOCUS MAP 9

Map ID

Site

Database(s)

EPA ID Number

SHERIDAN-HOLLYWOOD TOWER APTS (Continued)

Green Tag Decal:

Green Tag Issue Date:

Green Tag Expire Date:

Self Service Permit Inspection Date:

Self Service Permit Expire Date:

Fee Due:

Not reported

Not reported

Not reported

Not reported

Not reported

Not reported

U000865437

219

WILMETTE REAL ESTATE MGT CO

5630 N SHERIDAN STE 129

CHICAGO, IL 60660

RCRA-NonGen

1010317067

ILR000141952

RCRA-NonGen:

Date form received by agency: 06/12/2008

Facility name: WILMETTE REAL ESTATE MGT CO

Facility address: 5630 N SHERIDAN STE 129

CHICAGO, IL 60660

EPA ID: ILR000141952

Contact: DONALD BLACKMAN

Contact address: Not reported

Not reported

Contact country: Not reported

Contact telephone: (773) 907-9994

Contact email: Not reported

EPA Region: 05

Classification: Non-Generator

Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: WILMETTE REAL ESTATE MGT

Owner/operator address: Not reported

Not reported

Owner/operator country: US

Owner/operator telephone: Not reported

Legal status: Private

Owner/Operator Type: Owner

Owner/Op start date: 06/27/2006

Owner/Op end date: Not reported

Owner/operator name: WILMETTE REAL ESTATE MGT

Owner/operator address: Not reported

Not reported

Owner/operator country: US

Owner/operator telephone: Not reported

Legal status: Private

Owner/Operator Type: Operator

Owner/Op start date: 06/27/2006

Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No

Mixed waste (haz. and radioactive): No

Recycler of hazardous waste: No

Transporter of hazardous waste: No

Treater, storer or disposer of HW: No

Underground injection activity: No

On-site burner exemption: No

Furnace exemption: No

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
	WILMETTE REAL ESTATE MGT CO (Continued) Used oil fuel burner: No Used oil processor: No User oil refiner: No Used oil fuel marketer to burner: No Used oil Specification marketer: No Used oil transfer facility: No Used oil transporter: No Historical Generators: Date form received by agency: 06/27/2006 Facility name: WILMETTE REAL ESTATE MGT CO Classification: Large Quantity Generator Violation Status: No violations found		1010317067
219	WILMETTE REAL ESTATE MGT CO 5630 N SHERIDAN STE 129 CHICAGO, IL 60660 FINDS: Registry ID: 110031332261 Environmental Interest/Information System RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.	FINDS	1010457466 N/A
219	WILMETTE REAL ESTATE & MGMT CO 5630 N SHERIDAN STE 129 CHICAGO, IL 60660 HVAR: Location Telephone Number: 7739079994 Location Contact Name: DON BLACKMAN Latitude Decimal Degrees (Assumed Nn.Nnnnnn): Not reported Longitude In Decimal Degrees (Assumed Decimal): Not reported Owner Or Alternate Company Name: Not reported Owner Or Alternate Street Address: Not reported Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: Not reported Owner Or Alternate State: Not reported Owner Or Alternate Zip Code: Not reported Owner Or Alternate Telephone Number: Not reported Owner Or Alternate Contact Name: Not reported Operator Or Alternate Company Name: Not reported Operator Or Alternate Street Address: Not reported Operator Or Alternate Post Office Box: Not reported Operator Or Alternate City: Not reported Operator Or Alternate State: Not reported Operator Or Alternate Zip Code: Not reported Operator Or Alternate Telephone Number: Not reported Operator Or Alternate Contact Name: Not reported	IL HVAR	S110864789 N/A

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
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WILMETTE REAL ESTATE & MGMT CO (Continued)

S110864789

Secondary Or Alternate Usepa Identification Number:	Not reported	
Standard Industrial Classification Code:	Not reported	
Primary NAIC System Code:	53111	
Secondary NAIC System Code:	Not reported	
Haz Waste Large Quantity Generator Ind (H/Historic, 0-9 Year Latest Report, E Last Report > 10 Yrs):	Not reported	Not reported
Haz Waste Small Quantity Generator(or Smaller) Ind (as above):	Not reported	
Nonhazardous Waste Generator Ind (as above):	Not reported	
Compost Annual Reort Ind (as above):	Not reported	
Landfill Annual Report Ind (as above):	Not reported	
Potentially Infectious Medical Waste Annual Report Ind (as above):	Not reported	
Haz Waste Permit Ind (S Indicates Activity):	Not reported	
Solid Waste Permit Ind (S Indicates Activity):	Not reported	
Used Tire Program Activity Ind (S Indicates Activity):	Not reported	
Compliance Order Tracking Activity Ind (S Indicates Activity):	Not reported	
Facility Compliance Tracking System Activity Ind (S Indicates Activity):	Not reported	
Ind Of Groundwater Data In Mainframe Groundwater System (S Indicates Activity):	Not reported	
Lust Program Activity Ind (S Indicates Activity):	Not reported	
Lust Reimbursement Program Activity Ind (S Indicates Activity):	Not reported	
Site Remediation Program Activity Ind (S Indicates Activity):	Not reported	
FSRS Activity Ind (S Indicates Activity):	Not reported	
State Response Action Activity Ind (S Indicates Activity):	Not reported	
Name And Address Change Date:	12/04/07	
Hazardous Annual Report Company Name:	WILMETTE REAL ESTATE & MGMT CO	
Hazardous Annual Report Street Address:	5630 N SHERIDAN STE 129	
Hazardous Annual Report Post Office Box:	Not reported	
Hazardous Annual Report City:	CHICAGO	
Hazardous Annual Report State:	IL	
Hazardous Annual Report Zip Code:	60660	
Hazardous Annual Report Telephone Number:	7739079994	
Hazardous Annual Report Contact First Name:	DON	
Hazardous Annual Report Contact Last Name:	BLACKMAN	
Hazardous Annual Report Contact Person Title Code:	Z	
Hazardous Annual Report New Notifier Code:	Not reported	
FIPS Country Code:	001	
FIPS State Code:	17	
FIPS County Code:	031	
FIPS City Or Township Code:	677	
IEPA Region Identifier:	2	
Original Entry Date:	06/13/06	
Change Date:	01/03/08	
Primary USEPA Identification Number:	ILR000141952	
Status:	Not reported	
Code:	BP	
Total Tanks:	Not reported	

219

WILMETTE REAL ESTATE & MGMT CO LLC
5630 N SHERIDAN STE 129
CHICAGO, IL 60660

FINDS 1009410192
N/A

FINDS:

Registry ID: 110024925125

Environmental Interest/Information System

ACES (Illinois - Agency Compliance And Enforcement System) is the
Illinois EPA Project to facilitate the permitting operations

MAP FINDINGS
FOCUS MAP 9

Map ID	Site	Database(s)	EPA ID Number
219	CAMEEL HALIM 5630 N SHERIDAN CHICAGO, IL 60091 UST: Facility ID: 2031951 Facility Status: INACTIVE Facility Type: COMMERCIAL / RETAIL Owner Name: BCH 560, LLC Owner Id: U0021454 Owner Address: 107 Greenbay Rd Owner City,St,Zip: Wilmette, IL 60091 Tank Number: 1 Tank Capacity: 17500 Tank Substance: Heating Oil Last Used Date: 12/31/1990 OSFM First Notify Date: 03/30/1993 Tank Status: Out of service Red Tag Issue Date: Not reported Install Date: 01/01/1950 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No Tank Number: 2 Tank Capacity: 17500 Tank Substance: Heating Oil Last Used Date: 12/31/1990 OSFM First Notify Date: 03/30/1993 Tank Status: Out of service Red Tag Issue Date: Not reported Install Date: 01/01/1950 Green Tag Decal: Not reported Green Tag Issue Date: Not reported Green Tag Expire Date: Not reported Self Service Permit Inspection Date: Not reported Self Service Permit Expire Date: Not reported Fee Due: No	IL UST	U001386552 N/A
219	LAKE SHORE TOWERS 5600 N SHERIDAN CHICAGO, IL HWAR: Location Telephone Number: 3123353000 Location Contact Name: JEFF BERGER Latitude Decimal Degrees (Assumed Nn.Nnnnnn): 41983780 Longitude In Decimal Degrees (Assumed Decimal): 087655320 Owner Or Alternate Company Name: BERGER REALTY Owner Or Alternate Street Address: 40 E OAK ST Owner Or Alternate Post Office Box: Not reported Owner Or Alternate City: CHICAGO Owner Or Alternate State: IL Owner Or Alternate Zip Code: 60611 Owner Or Alternate Telephone Number: Not reported	IL HWAR IL AIRS	S107743531 N/A