

Appendix D

Environmental Assessment Technical Memoranda

- D-1: Individual Property Displacement Information Sheets and Market Study
- D-2: Land Use and Economic Development Technical Memorandum
- D-3: Neighborhood, Community, and Business Impacts Technical Memorandum
- D-4: Historic and Cultural Resources Technical Memorandum**
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Red-Purple Bypass Project

Historic and Cultural Resources

Technical Memorandum

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Abbreviations and Acronyms

APE	area of potential effect
CFR	Code of Federal Regulations
CTA	Chicago Transit Authority
CHRS	Chicago Historic Resources Survey
EA	Environmental Assessment
EIS	Environmental Impact Statement
FONSI	Finding of No Significant Impact
FTA	Federal Transit Authority
HARGIS	Historic Architectural and Archaeological Resources Geographic Information System
IHPA	Illinois Historic Preservation Agency
MARS, Inc.	Midwest Archaeological Research Services, Inc.
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
RPM	Red and Purple Modernization
SHPO	State Historic Preservation Office
SOI	Secretary of the Interior
THPO	Tribal Historic Preservation Office
USC	United States Code
VdB	vibratory decibel

Section 1

Summary

1.1 Purpose and Scope

Cultural resource specialists with CDM Smith and Midwest Archaeological Research Services, Inc. (MARS, Inc.), assisted by Ms. Jean Guarino, conducted a cultural resources overview analysis of archaeological sites and aboveground historic structures that may be affected by the Chicago Transit Authority's (CTA's) proposed Red and Purple Modernization (RPM) improvements. These specialists reviewed and compiled available records and datasets, conducted fieldwork, and prepared this technical memorandum, which forms the basis of the cultural and historic resources analysis that will be presented in the Environmental Assessment (EA) for the Red-Purple Bypass Project.

The RPM Program area is approximately 9.6 miles in length and traverses the northern portion of the City of Chicago, the City of Evanston, and the Village of Wilmette in Cook County, Illinois. Four Phase One projects have been defined within the RPM corridor; this analysis focuses on the Red-Purple Bypass Project, which includes construction of a bypass for the Brown Line at Clark Junction, north of Belmont station. The project also includes modernization of 0.3 mile of mainline track structure to maintain the line in a state of good repair. This technical memorandum examines potential historic and archeological effects associated with the No Build and Build Alternatives.

1.2 Identification of Archaeological Resources

Cultural resource specialists conducted a records search to identify archaeological sites within the vicinity of the RPM Program area. Three prehistoric Native American sites are situated within 2.5 miles of the RPM corridor. All three fall outside of the area of potential effect (APE). The APE is the geographic area where a project may directly or indirectly change the character or use of historic resources. The undertaking would produce no adverse effect on these known resources. Additional archaeological sites may remain undiscovered within the project footprint; within areas of ground disturbance, archaeological investigations may be required.

1.3 Identification of Architectural Resources

Cultural resource specialists performed archival research to identify known resources within the APE and evaluated 167 individual resources. As part of this effort, cultural resource specialists examined previously listed National Register of Historic Places (NRHP) resources (districts and individual resources), CTA infrastructure, and all existing buildings within the Red-Purple Bypass Project APE.

After consultation with the State Historic Preservation Office (SHPO) and other Section 106 consulting parties, nine resources were identified as NRHP-eligible: one historic district and eight individual resources including the elevated track structure. Local landmarks and properties rated Red or Orange in the Chicago Historic Resources Survey (CHRS) were also noted as local regulations apply.

1.4 Project Effects

Three NRHP resources 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 Vautravers Building at 947-949 W. Newport Avenue, which falls partially within the footprint of the project. The building is a contributing element within the Newport Avenue Historic District, and is rated Orange in the Chicago Historic Resources Survey (CHRS). Current plans call for the building's demolition to accommodate the reconstructed track structure north of the bypass; however, CTA will coordinate with consulting parties to determine if it is feasible to lessen the impact through mitigation.
- The Newport Avenue Historic District, which is NRHP eligible; one contributing element (the Vautravers Building) would be adversely affected by the Build Alternative.

1.5 Mitigation Recommendations

Measures to avoid, minimize, or mitigate adverse effects on historic resources were developed in consultation with the SHPO and other consulting parties, and documented in a Draft Memorandum of Agreement (MOA). The final, signed MOA will be issued as part of the final National Environmental Policy Act (NEPA) decision document for the Red-Purple Bypass Project.

Section 2

Project Description

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct a fifth track bypass just north of Belmont station where the CTA rail system Red, Purple, and Brown line tracks converge at an existing flat junction. Improvements as part of this project would also reconstruct approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station in the south to the segment of track between Newport and Cornelia Avenues in the north. This project, known as the Red-Purple Bypass Project, would modernize infrastructure and expand capacity, reduce passenger travel times, and improve system mobility and safety at one of the largest bottlenecks in the CTA rail system.

This memorandum describes the potential impacts of the Red-Purple Bypass Project with regard to historic and cultural resources.

Two alternatives are under consideration: the No Build Alternative and the Build Alternative.

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 implementing the Red-Purple Bypass Project. The No Build Alternative would maintain the status quo, and would not expand system capacity.

The No Build Alternative represents future conditions if the Red-Purple Bypass Project were not implemented. The alternative would include typical repairs to the existing flat junction and the associated mainline tracks based on historic funding levels needed to keep the lines functional. Capital expenditures would be minor compared to the Build Alternative. Functional improvements under the No Build Alternative would be insufficient to respond to ridership demand, and would not modernize the system. Some expenditure would be made to keep the system operating; however, service quality and effective capacity would decline over time, and maintenance costs would rise due to continued aging of the infrastructure. The No Build Alternative would not involve substantial changes to the existing infrastructure or major construction activities. Travel times would likely continue to increase and service reliability would continue to degrade in order to safely operate on deteriorating infrastructure.

2.2 Build Alternative

The Build Alternative consists of constructing a fifth track bypass for the northbound Brown Line and reconstructing approximately 0.3 mile of the mainline Red and Purple line tracks from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north. The improvements would address current and increased ridership demands, decrease travel times, raise overall system reliability and safety, reduce noise levels, and provide a modern track structure with a renewed useful life of 60 to 80 years while supporting future growth and development in the project area and beyond. **Figure 2-1** provides a map of the project limits.

2.2.1 Fifth Track Bypass

Currently, northbound Brown Line trains must cross the north- and southbound Red Line tracks and the southbound Purple Line track at Clark Junction. This flat junction configuration causes signal delays because Red, Purple, and Brown line trains must wait for each other to pass through the junction before proceeding. The Build Alternative would provide a grade-separated junction allowing northbound Brown Line trains to cross unimpeded over and above the other tracks on a new aerial structure, resulting in increased capacity to all three lines while also improving travel time and overall system reliability and safety. A new track would be built to the east of the existing tracks, ramp up, and curve westward over the mainline tracks to merge onto the existing Brown Line track elevated structure just west of Sheffield Avenue. Based on conceptual engineering, the bypass track is expected to rise approximately 40 to 45 feet above the existing ground level (up to 22 feet above the existing line tracks) at its highest point. **Figure 2-2** shows a picture of the existing four-track system at Belmont station facing north and an artistic conceptual rendering of the proposed bypass.

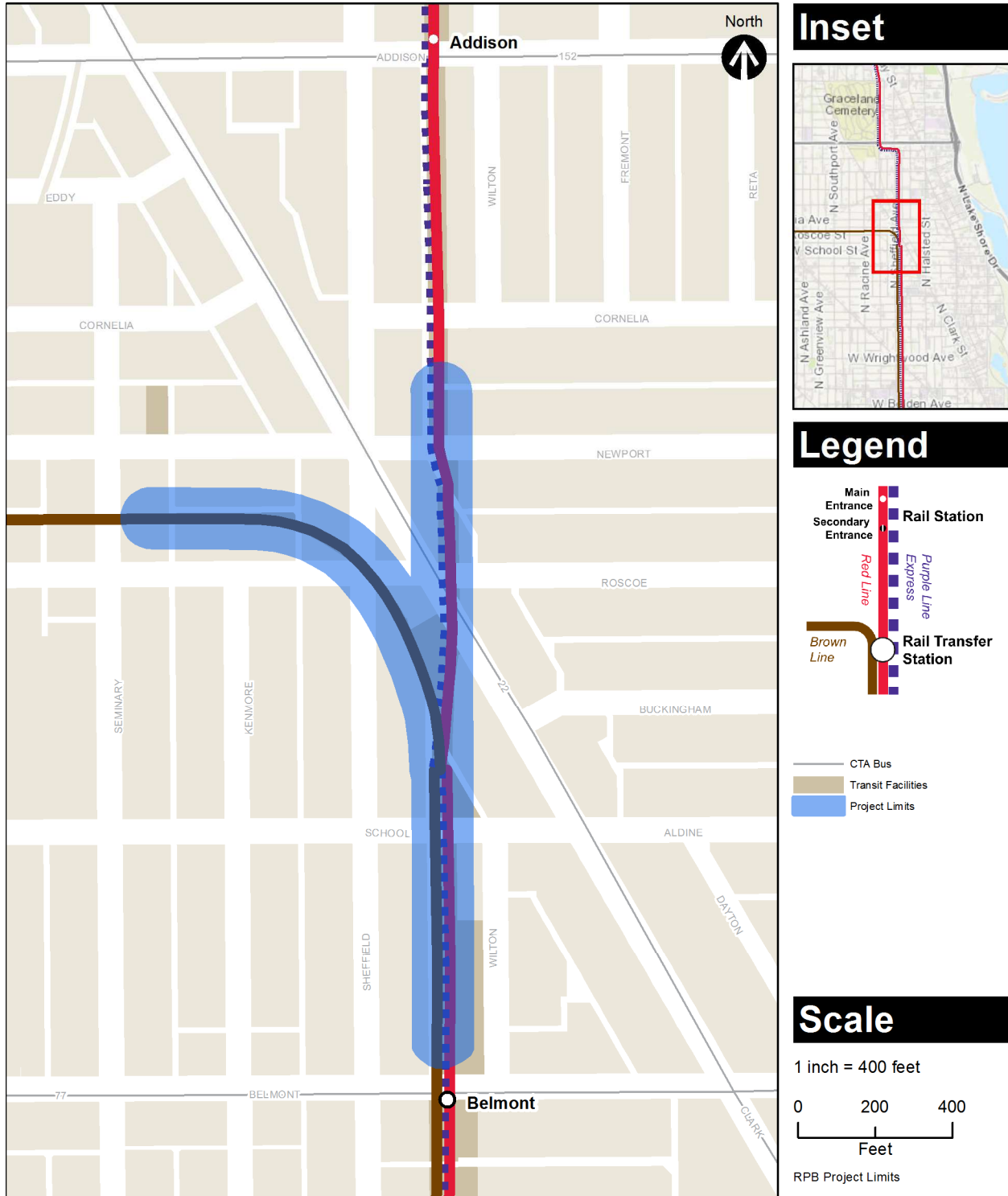


Figure 2-1: Red-Purple Bypass Project Limits



Figure 2-2: Photo and Artistic Conceptual Rendering of Proposed Red-Purple Bypass, Facing North from Belmont Station

2.2.2 Mainline Track

The existing mainline tracks are directly underneath the location of the proposed bypass. These tracks date back to the turn of the 20th century and have not been fully replaced since that time.

The existing track geometry north of Clark Junction requires Red and Purple line trains on all four tracks to maneuver through two short-radius curves between School Street and Newport Avenue, partly beneath the location of the proposed new bypass tracks. These short-radius curves restrict train speeds; increase travel time, noise levels, and rail wear; and reduce passenger comfort with undesirable side-to-side movements. As part of the Red-Purple Bypass Project, these existing short-radius curves would be realigned to eliminate unnecessary speed restrictions, improving train speeds, travel time, and ride quality. If not improved, these speed-restricted curves would

limit speeds for the Red and Purple lines even after the flat junction capacity constraint is removed. The existing open-deck, steel structure with jointed rail, which is over 115 years old, would be modernized from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north. The modernized track structure would be wider than the existing track structure to meet modern design standards, including provisions for worker safety. To minimize noise and vibration impacts from faster and more frequent trains, the proposed structure would use a closed-deck aerial structure with direct-fixation track and welded rail. Noise barriers (approximately 3 to 5 feet in height) are proposed on both sides of the track deck for the full length of the project limits to reduce noise transmission at and below track level. At specific locations special trackwork, signals, signal equipment, and relay houses would be included.

The project would be constructed with minimal service disruptions. Improvements in the area would lead to several building displacements in the vicinity to accommodate permanent right-of-way and construction needs. Portions of the land acquired for permanent right-of-way would be needed for the final track realignment; the remainder of property would become available for potential redevelopment after construction.

Section 3

Methods for Impact Evaluation

3.1 Regulatory Framework

This section discusses the applicable federal and state regulations that define archaeological resources and historic resources and provide thresholds for determining effects on these resources.

3.1.1 Federal

Among the federal laws and regulations that address the protection of archaeological resources and historic resources are the National Historic Preservation Act (NHPA), NEPA, and the Department of Transportation Act of 1966. These laws and regulations resulted from the recognition that archaeological resources and the built environment provide valuable opportunities to study human behavior and to plan for the future while conserving and protecting these resources and environments.

Methods employed during the archaeological and architectural investigations associated with the project will be in accordance with the applicable federal laws and regulations as well as the Secretary of the Interior's (SOI's) *Standards and Guidelines*.

3.1.1.1 National Historic Preservation Act of 1966, as Amended

Undertakings permitted, licensed, approved, or funded, in whole or in part, by a federal agency are required to comply with Section 106 of the NHPA (Public Law 89-665; 16 United States Code [USC] 470 et seq.). The NHPA set up a national framework for historic preservation, requiring the federal government to establish a national system for identifying, evaluating, protecting, and rehabilitating historic places. The act appropriated funds to conduct surveys and planning in each state (Section 101), called for the establishment of the NRHP (Section 101), requires federal agencies to consider archaeological resources and historic resources when undertakings are planned (Section 106), and established the Advisory Council on Historic Preservation (Section 201).

The Section 106 consultation process covers four distinct coordination points that apply to specific projects:

- Initiation of the process, in which consulting parties (including the SHPO and appropriate Tribal Historic Preservation Offices [THPO]) are invited to participate in the process
- Identification of historic resources, in which the APE is established and a reasonable and good faith effort is undertaken to identify historic resources within the APE and evaluate their significance
- Assessment of adverse effects, in which impacts from the project are examined to determine whether they may alter the integrity of historic resources

- Resolution of adverse effects, in which the SHPO, THPO, and other parties consult to develop measures to avoid, minimize, or mitigate adverse effects on historic resources

To guide the selection of resources included in the NRHP, the National Park Service developed Criteria for Evaluation (36 Code of Federal Regulations [CFR] 60.4). 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 criteria:

- Criterion A - Events that have made a significant contribution to the broad patterns of American history on a local, state, and/or national level
- Criterion B - Lives of persons significant in the history of the city, state, and/or the United States
- Criterion 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
- Criterion D - Information important in prehistory or history

Subpart B of the regulations for the NHPA (36 CFR 800.5) defines the assessment of adverse effects on archaeological resources and historic resources:

"An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative." (36 CFR 800.5.a.1)

A finding of "no adverse effect" can be made when the undertaking's effects do not meet this Criteria of Adverse Effect or when the undertaking is modified to avoid adverse effects (36 CFR 800.5.b).

An analysis of archaeological and historic resources undertaken for the project is documented in this technical memorandum and will be summarized in the EA. This analysis satisfies the requirements of NEPA.

3.1.1.2 National Environmental Policy Act of 1969

NEPA (Public Law 91-190; 42 USC 4321-4347) requires federal agencies to evaluate the significance of potential direct and indirect effects on the environment, including archaeological resources and historic resources, as it relates to the proposed undertaking. Information about historic

resources and project effects that is developed as part of the Section 106 process will be included in the EA, satisfying the requirements of NEPA.

3.1.1.3 Department of Transportation Act of 1966, as Amended

Section 4(f), a special provision of the Department of Transportation Act (Public Law 109-59; 49 USC 303, 23 USC 138; 23 CFR 774), provides substantive protection for archaeological resources and historic resources relating to undertakings on publicly owned land involving the U.S. Department of Transportation agencies. The act establishes a policy that mandates (1) initiation of a stringent requirement to preserve public parks, public wildlife and waterfowl refuges, and public or private historic resources; (2) consideration of feasible and prudent alternatives; and (3) the implementation of measures to minimize harm. Adversely affected historic resources and those experiencing direct uses will be analyzed in accordance with the requirements of Section 4(f); this analysis is contained in a separate technical memorandum.

3.1.2 State

Pertinent state laws, regulations, and guidelines relating to the proposed undertaking include the Human Skeletal Remains Protection Act of 1989 and the Illinois Archaeological and Paleontological Resources Act of 1989. Landmarks Illinois, a non-profit organization founded in 1971, also works to preserve significant archaeological resources and historic resources in Illinois, and has established programs to educate, facilitate, and promote historic preservation throughout the state.

Methods employed during the archaeological and architectural investigations associated with the project will be in accordance with the applicable state laws and regulations as well as with the memorandum *Protecting Illinois Cultural Resources: An Introduction to Archaeological Surveys Cultural Resources Guidelines* and the *Survey and Reporting Requirements Addendum* (Illinois Historic Preservation Agency 2010).

3.1.3 Local

The City of Chicago has local historic preservation ordinances, commissions, and designated landmarks. Available data from these sources was used to help identify previously listed historic resources. In addition, relevant local agencies were invited to participate in the Section 106 consultation process.

3.1.3.1 Commission on Chicago Landmarks

The City Council of Chicago created the Commission on Chicago Historical and Architectural Landmarks in 1957. The commission is an advisory board charged with developing a list of significant historic resources within the city limits. Subsequent revisions resulted in the adoption of a landmarks ordinance and the Commission on Chicago Landmarks (Title 2, Chapter 120, Article XVII), designed to protect specific landmarks and aid in the implementation of the ordinance and the preservation of significant historic resources.

The 2003 Demolition-Delay Ordinance establishes a 90-day hold period prior to demolition of historic buildings rated Red or Orange in the Chicago Historic Resources Survey (CHRS), a city-

wide historic survey completed during 1983–1995. These designations represent potentially significant resources at the city or community level, respectively. Although these resources are evaluated independently of the evaluation of NRHP eligibility, they are discussed in this technical memorandum as well.

3.2 Impact Analysis Thresholds

The NHPA establishes qualitative criteria that define whether a historic resource is subject to an adverse effect: when a project “may alter, directly or indirectly, any of the characteristics of a historic resource that qualify the resource for inclusion in the NRHP in a manner that would diminish the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5.a). Based upon this regulatory framework, an adverse effect finding will be applied to any historic resource that is subject to one or more of the following criteria (36 CFR 800.5.a.2):

- Physical destruction or damage to all or part of the archaeological resource or historic resource
- Alteration that is inconsistent with the SOI Standards for the Treatment of Historic Properties
- Removal of the resource from its historic location
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the resource 's significant features
- Change to the character of the resource 's use or the physical features within the resource 's setting that contribute to its significance
- Neglect of a resource that causes deterioration
- Transfer, lease, or sale of resource out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation

If an adverse effect is found, FTA consults with the Illinois Historic Preservation Agency (SHPO for Illinois) and other interested parties to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects on the resource (36 CFR 800.6.a).

3.3 Area of Potential Effect

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 resources, if any such resources exist” (36 CFR 800.16.d).

In 2012 architectural historians developed the APE for the 9.6-mile RPM 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 the Illinois Historic Preservation Agency (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 resources that could be indirectly affected by the project.

For the smaller Red-Purple Bypass Project, FTA, CTA, and the SHPO reviewed and generally confirmed the original east-west APE limits established in 2012 during the original environmental impact statement (EIS) process. While the 0.3 mile of improvements included in the Red-Purple Bypass Project is shorter than the 9.6 miles of improvements considered in the original RPM EIS process, the Build Alternative for this project includes improvements in the Lakeview community area similar to those previously considered in the EIS-level work. As such, the southern, eastern, and western boundaries of the current APE are identical to those established for the longer corridor with one exception: a small area along the Brown Line has been added to the APE to provide CTA additional flexibility as they determine how to transition the new bypass back to the existing Brown Line infrastructure. CTA and FTA, in consultation with the SHPO, established a new northern APE boundary based on the project limits for the proposed improvement to account for any potential for direct or indirect effects on historic resources. An overview of the proposed Red-Purple Bypass Project APE is presented in **Figure 3-1**.

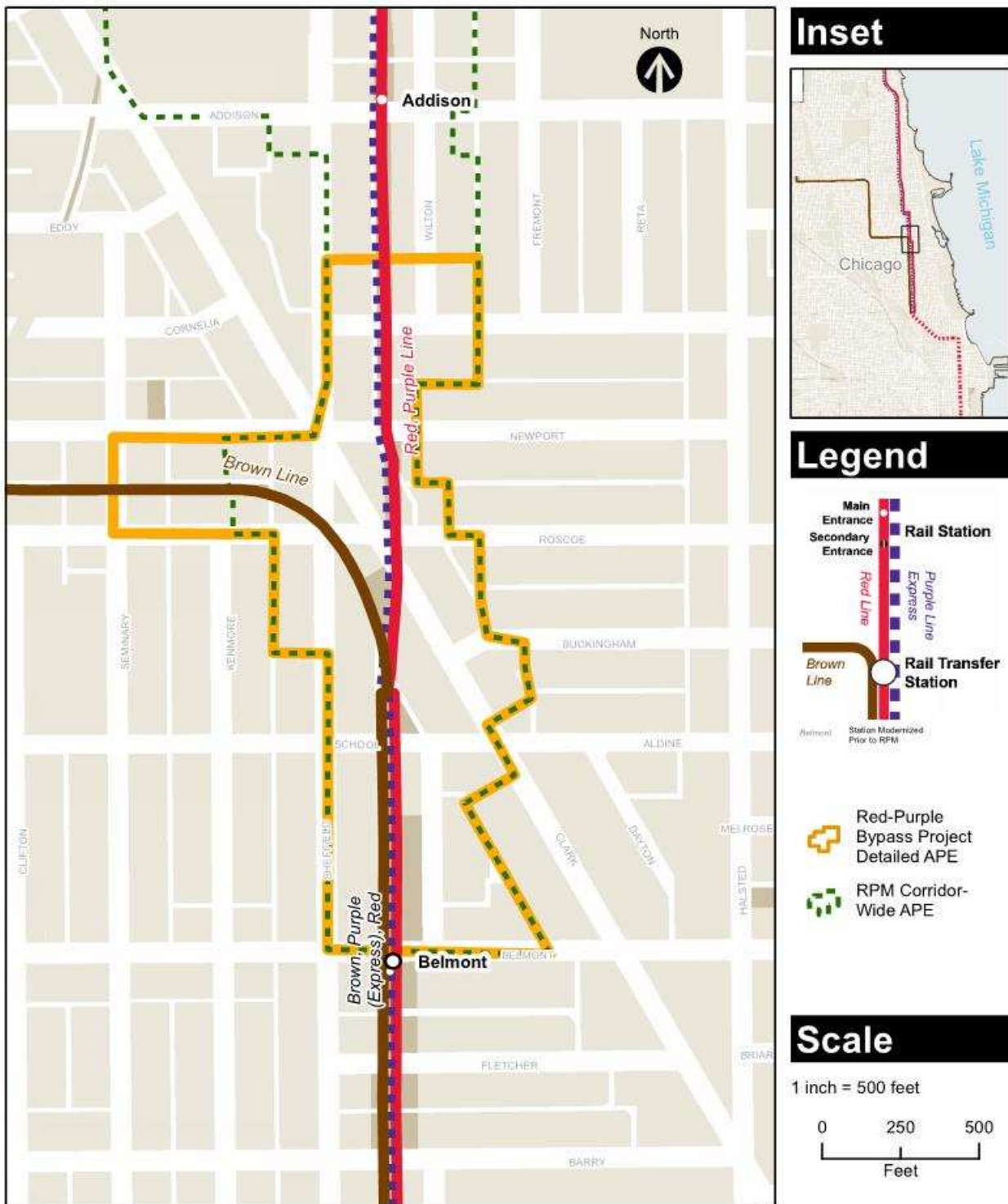


Figure 3-1: Area of Potential Effect Map

3.4 Methods

The Section 106 consultation process includes four distinct coordination points: initiation, identification of resources, assessment of effects, and mitigation of adverse effects. The following subsections summarize how technical analyses will be undertaken to facilitate these four consultation points.

3.4.1 Historic Context and Known Sites

Background research was conducted to prepare the historic context for the project area. Understanding the historic context is essential in establishing the significance of individual resources, and by extension, NRHP eligibility for the built environment and any archaeological resources. In addition to reviewing the Historic Architectural Geographic Information System (HARGIS) and city records, the team consulted the following resources in developing the historic context:

- Fire insurance maps and other historic maps
- Chicago Historic Resources Survey (CHRS) and Landmark designations
- Previous architectural studies in the area
- Other relevant scholarly publications

Using information in HARGIS and the other sources listed above, a list of previously identified historic resources within the RPM APE was compiled and mapped. This effort included the identification of known archaeological sites, NRHP-listed districts and structures, and any resources identified as local landmarks or identified as Red or Orange in the CHRS.

The development of the APE is described in **Section 3.3** above. Historic contexts are presented for archaeological resources in **Section 4** and for the Lakeview community area in **Section 5**.

3.4.2 Identification of Historic Resources

After the development of the APE and historic contexts, cultural resources specialists conducted field surveys. For each building within the APE, cultural resource specialists conducted archival research and photodocumented the exterior of each structure from public right-of-way. Each resource was assessed for NRHP eligibility utilizing the data gathered during the fieldwork and research phases of the investigation. Results of this analysis are described in **Section 5**. It should be noted that initial surveys for the 9.6-mile project covered only a representative sample of resources; however, supplementary surveys were conducted in 2014 to cover each of the resources within the smaller APE for the EA-level project.

3.4.2.1 Available Resources for Architectural Research

Architectural datasets within Cook County that were consulted for the project include the following:

The **HARGIS database** was created by the Illinois Historic Preservation Agency in 2003 to manage information about Illinois historic resources; this database documents the state's built environment. HARGIS includes data gathered as a result of three statewide survey projects: the Illinois Historic Structures Survey, the Illinois Historic Landmarks Survey, and the Illinois Rural Survey (conducted between 1970 and 1987) as well as resources identified as part of a NRHP nomination, surveys by local preservation groups, and information from the Illinois DOT's Bridge Survey. HARGIS includes data forms, photographs, background documentation, and spatial information within a geographical context for each historic resource and historic district within the dataset.

The **Chicago Historic Resources Survey** contains an inventory of structures that was compiled during 1983–1993. The Chicago Department of Planning and Development (now the Department of Housing and Economic Development) published its findings in 1996 in a report titled *Chicago Historic Resources Survey: An Inventory of Architecturally and Historically Significant Structures*. Organized according to Chicago's 77 community area, the inventory lists over 17,000 architecturally and historically significant buildings and structures that predate 1940. The information is also available online and is searchable by community area, building address, decade of construction, architect's name, building style and type, survey ranking, and landmark status.

NRHP nomination forms for individually listed historic resources and districts provide a wealth of contextual information for the individual resources and the historic districts. They include construction dates for most historic resources discussed therein and identify the architect in most instances.

The **CTA survey report** (CTA 1986) reviewed all rapid transit stations within the system and provided details for the 60 built prior to 1940. The report includes data sheets, photographs, maps, and floor plans; SHPO review resulted in a 1989 Programmatic Agreement for station improvements.

At the local level, architectural datasets were reviewed as well. The Commission on Chicago Landmarks recommends individual buildings, sites, objects, or entire districts to the Mayor and City Council for designation as Chicago Landmarks. To be recommended by the Commission for the landmark designation, these resources must meet at least two of seven criteria:

- Being valuable as an example of city, state, or national heritage
- Being historically significant as the site of a significant historic event
- Being historically significant for its association with a significant person

- Exhibiting exemplary architecture distinguished by innovation, rarity, uniqueness, or overall quality
- Exhibiting the work of significant architect or designer
- Representing a distinctive theme
- Displaying a unique or distinctive visual feature

Additionally, the potential landmark must maintain integrity in light of its location, design, setting, materials, workmanship, and ability to express such historic, community, architectural, or aesthetic interest or value. The Commission reviews any proposed alteration, demolition, or new construction affecting individual landmarks or resources in landmark districts as part of the permit review process. The Commission produces two new publications each year, one for individual landmarks and landmark districts and another for Chicago listings on the NRHP.

3.4.3 Effects from the Project

In consultation with FTA, CTA, the SHPO, and other consulting parties, effects were assessed for each resource previously listed and for those determined NRHP-eligible. Effects were largely drawn from the other technical memos prepared for the RPM Program, and were applied to the NRHP-eligible resources to assess how the project may alter the characteristics that qualify resources for inclusion in the NRHP. Effects on historic resources are discussed in **Section 6**.

In consultation under Section 106, mitigation strategies were developed to address adverse effect determinations. A Draft Memorandum of Agreement (MOA) has been developed in consultation with FTA, CTA, and Section 106 consulting parties. Mitigation measures are discussed in **Section 7**.

3.4.4 Consultation

As required by Section 106 of the NHPA, consultation covers four distinct coordination points:

- Initiation of the process, in which consulting parties including the SHPO and appropriate THPOs are invited to participate in the process
- Identification of historic resources, in which the APE is established and a reasonable and good faith effort is undertaken to identify historic resources within the APE and evaluate their significance
- Assessment of adverse effects, in which impacts from the project are examined to determine whether they may alter the integrity of historic resources
- Resolution of adverse effects, in which the SHPO, THPO, and other parties consult to develop measures to avoid, minimize, or mitigate adverse effects on historic resources

Section 8 of this technical memorandum discusses the Section 106 consultation process for the project.

Section 4

Archaeological Resources

This chapter presents an overview of archaeological discoveries in the vicinity of the RPM corridor; additional details are presented in **Appendix D**. Three known archaeological sites are located within 2 miles of the 9.6-mile RPM corridor: 11-Ck-37, 11-Ck-151, and 11-Ck-920. None fall within the footprint of the EIS-level RPM APE itself. Known archaeological sites represent only a small percentage of the prehistoric cultural resources within the Chicago area; significant numbers of sites have been destroyed by urban development or have not been reported. Other sites may remain undiscovered on unsurveyed land.

4.1 Prehistoric Context

Prehistoric chronology is divided into a series of periods that generally correspond to major shifts in subsistence procurement strategies, social organization, technology, and settlement patterns. From the initial arrival of humans 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 landscapes.

During the Paleoindian Period (10,000 to 8,000 B.C.), populations across the Midwest were highly mobile bands of hunters and gatherers occupying large territories. Very little is known regarding the actual distribution, subsistence pattern, and social organization of the Paleoindians. Sites within the Chicago area dating to this 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.

The Archaic Period (8,000 to 1,500 B.C.) was a time of environmental and social transition in the Midwest. Human population densities gradually increased, mobility decreased, resource exploitation and technology became more diverse and localized, and social organization became more complex. This period included early plant and animal domestication, development of regional trade patterns, and the introduction of cemetery mounds in the Midwest. Village site 11-Ck-151, submerged just offshore from Pratt Boulevard Park about 0.5 mile east of the EIS-level RPM corridor, may date to late in the Archaic Period.

The Woodland Period (1,500 B.C. to A.D. 1,000) is traditionally marked by the introduction of pottery technology. Early Woodland cultures were similar to those of the late Archaic Period. In the Middle Woodland Period, settlements in the Midwest tended to concentrate along broad river valleys; these settlements were occupied for longer periods of time during the year and by greater numbers of people than in previous periods. Horticulture played a greater role in subsistence patterns. Late Woodland cultures saw the decline of long distance trade and complex settlements, although small seasonal villages spread over a larger variety of topographic settings. Native American camp site 11-Ck-37, located in Rosehill Cemetery 1.5 miles west of the RPM corridor, dates to this period.

The Mississippian Period (A.D. 1000 to A.D. 1600) was characterized by an increasing reliance on cultivated plants, particularly maize and squash. Middle Mississippian peoples achieved the greatest level of cultural complexity in the prehistory of the United States: river valleys were densely occupied and the settlement systems included permanent towns surrounded by smaller villages and farmsteads. Exchange networks and new systems of political control extended throughout much of the eastern United States.

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. The Potawatomi were firmly established in the vicinity when the settlers arrived after 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.

4.2 Need for Archaeological Investigations

Although the landscape through which the transit lines pass is urban, additional archaeological sites may remain undiscovered within protected locations. If the current ground surface is removed to a depth below what has been disturbed previously, areas that may contain potential prehistoric or historic features that have been relatively protected for over 100 years may potentially be exposed. Programmatic language will be incorporated into the Section 106 MOA to describe how sites would be treated should any be discovered within the project footprint.

4.3 Potential for Project Effects

As no previously recorded sites fall within the EIS-level RPM APE, the undertaking would produce no effect on known archaeological resources.

Additional archaeological sites may remain undiscovered within the project footprint. Programmatic language will be incorporated into the Section 106 MOA to describe how sites would be treated should any be discovered during future investigations.

Section 5

Identification of Architectural Resources

This chapter presents the historic context and a description of historic resources in the Lakeview community area, which contains the Red-Purple Bypass Project. A general overview of the transportation system within the area, including the development of the Red and Purple transit lines, is presented first. A series of maps in **Appendix A** presents a graphic overview of listed sites and surveyed resources; individual inventory sheets for surveyed resources are included in **Appendix B**.

5.1 History of Transportation in the North Red Line Corridor

The earliest land routes in the vicinity of the EIS-level RPM Program area, such as Clark Street and Ridge Avenue, comprise former Indian trails that crossed the sand ridges associated with glacial Lake Chicago. James H. Rees (1851) mapped Clark Street and Ridge Avenue through a linear strip of prairie between the wooded lakeshore and the timber-lined North Branch of the Chicago River.

James Hollingshead Rees of Pennsylvania (1813–1880) came to Chicago in 1834 “skilled in the measurement of land” and compiled the first of a series of plats showing the development of the RPM Program area (Cutler 1890:654). Despite “all discouragements and temporary business depressions,” Rees pursued a career in real estate development, working first for William B. Ogden surveying parcels in the Chicago area. Rees learned the land and invested his earliest savings in Chicago real estate to develop a business of making land title abstracts (later known as the Chicago Title and Trust Company) and a real estate and brokerage business (Cutler 1890:655). He worked with William B. Ogden to secure the right-of-way and to locate the Galena & Chicago Railroad. Rees also chartered the North Chicago Railway Company (a horse railway) in 1859, platted the Pine Grove subdivision in Lakeview, erected the Lakeview House resort hotel, organized the Great Western Insurance Company, served as Cook County Collector of Taxes, and purchased, platted, and improved the grounds for Rose Hill Cemetery. Rees’ biography and business interests involve real estate development and the accompanying development of transportation routes. Mass transit in the Chicago area has included combinations of the horse-drawn omnibus (established in 1853), horse-drawn rail cars (established in 1859), cable cars (established in 1882), electric trolleys (established in 1890), and the elevated rapid transit lines (established in 1892) (Borzo 2007:10, 13; Davis 1965:50; Moffat 1995:7).

Private capital funded all four of the elevated rapid transit lines in Chicago: the Chicago and South Side Rapid Transit Railroad Company, the Lake Street Elevated Railway Company, the Metropolitan West Side Elevated Railroad Company, and the Northwestern Elevated Railroad (precursor of the Red and Purple lines):

- The South Side group, incorporated by Eastern capitalist Alfred F. Walcott and Chicagoans, formed in 1890 and began operating between Congress Street and 39th Street on June 6, 1892 with an extension to 63rd Street in time for the opening of the Columbian Exposition of 1893 (Davis 1965:13; Borzo 2007; Moffat 1995:21).

- Lake Street organized in 1888 and began operating on October 28, 1893; Charles T. Yerkes acquired the traction company in 1894 (Moffat 1995:55).
- The Metropolitan, backed by Alfred F. Walcott, began running on May 6, 1895, providing service to western portions of the city (Moffat 1995:123).
- The Northwestern, financed primarily by Charles T. Yerkes, incorporated on October 25, 1893 but did not begin operating until 1900 (from the Loop to Wilson Avenue initially).

The Union Elevated Railroad Company, incorporated in 1894, managed to complete a connecting loop within Chicago's central financial and business districts for use by all of the elevated lines on May 31, 1900. Borzo (2007:51, 71) attributes the acquisition and completion of the connecting loop to the "power and cunning" of Charles T. Yerkes (1837–1905), a Philadelphia-born financier and traction magnate, and to the London-born utilities magnate Samuel Insull (1859–1938). Yerkes began to accumulate traction companies—streetcars and elevated lines—with his arrival in Chicago in 1886 (Mayer and Wade 1969:140).

According to the Chicago-L.org website, the Northwestern Elevated Railroad Company began construction of its elevated steel track structure in 1896, originally intending to complete construction between the downtown Loop and the northern terminus at Wilson Avenue by January 1, 1897. Financial and legal difficulties delayed the opening until 1900. By 1908 the service was extended further northward to Central Avenue in Evanston; the at-grade tracks of the Chicago, Milwaukee, and St. Paul Railway provided the initial connection. The tracks between Howard Avenue and University Place were soon elevated on an embankment, which was mostly completed by 1910. In 1912 the service was again extended northward, this time to Linden Avenue in Wilmette, the current terminus of CTA's Purple Line. The at-grade portion of the line between Wilson and Howard stations was raised on an embankment in the 1910s; the construction was completed by 1922. The final portion of the line (University Place to Linden Avenue) was elevated during 1928–1931.

The emerging technology used to construct the 1890s steel structure relied on riveted, steel plate construction techniques perfected during the construction of the Eiffel Tower (Borzo 2007:11). Davis (1965:140, Plate 3) presents an 1897 photograph of the "Sheridan Curve" taken during construction that indicates existing buildings did not necessitate the curve, although reluctant sellers may have presented challenges in laying out the line. Yerkes completed real estate acquisition in 1895, began erecting steel on January 23, 1896, and laid line as far as Buena Park by 1897 (Moffat 1995:189). Borzo (2007:62) has noted this Sheridan Road "zigzag" may be the result of the least-cost real estate easement practices of Charles T. Yerkes. Private developers did not have the right of eminent domain. William Gibb designed the original transit stations along the Northwestern Elevated Railroad from Tower 18 (near the intersection of Lake and Wells Streets) to Wilson Avenue. The original ground level stations north of Wilson Avenue have all been demolished as the company raised the lines north of Wilson Avenue (Moffat 1995:193).

Prior to the extension of rapid transit lines, the area north of Belmont Avenue comprised sparsely settled truck farms that served the city's needs for fresh produce (Borzo 2007:39). James L. Davis

(1965:1) studied the impact of the northern branches of the Chicago elevated system on the development of settlements and land value patterns. He concluded that the greatest amount of new construction initially took place in the areas surrounding the elevated stations furthest from the Loop, areas that had been previously underserved by mass transit, and cited especially rapid growth for the period from 1895 through 1914 (Davis 1965:159).

5.1.1 Elevated Track Structure

Within this context, cultural resource specialists examined the track structure along the 9.6-mile RPM Program corridor to determine whether it would qualify as eligible for inclusion on the NRHP under criteria developed by the National Park Service.

South of Wilson station, the transit cars use a four-track, elevated, steel frame structure with an open deck with wooden ties. As shown in **Figure 5-1**, the steel structure is functional in design with little evidence of ornamentation. North of Wilson station to Howard station, the track structure contains four tracks supported by an earthen embankment with concrete embankment walls. This segment has had numerous minor rehabilitation and viaduct replacement projects over the past decades. North of Howard station, the track structure includes two tracks supported by an earthen embankment in some areas, and at-grade line in others.



Figure 5-1: View of Elevated Steel Track Structure North of Belmont Station

The steel portion of the structure south of Wilson station remains basically unchanged since it was completed in 1900, with minor upgrades to improve passenger comfort and safety. As noted above, the emerging technology of elevated rail transit, engineered by John Alexander Low Waddell for most of the Chicago system, used riveted steel plate construction techniques perfected during the construction of the Eiffel Tower in Paris. The Northwestern Elevated Railroad Company's 1896-1900 steel structure preserves its historic integrity and remains in fair

condition (based solely on visual inspection) although it suffers the ill effects of deferred maintenance. It should be noted that a full engineering condition assessment was not completed for this analysis.

The portion of the Red and Purple line track structure within the APE is iconic within Chicago and was an integral fixture in the development of Chicago's North Side. Although the track structure is a single resource, segments within the entire length exhibit unique characteristics that contribute to the eligibility:

- The entire length of the Red and Purple line track structure within the 9.6-mile RPM corridor is eligible under Criterion A for its contribution to the development of Chicago's North Side and Evanston.
- The segment 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 segment of track on embankment (north of Leland Avenue) is not eligible under Criterion C because it lacks distinguishing architectural features and has had subsequent alterations since its original construction, such as replacement of viaducts, construction of new retaining walls, and addition of sidewalks and fencing.

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.

5.1.2 Historic CTA Stations

Within the historic context of the development of the northern "L" line, cultural resource specialists also examined extant stations along the RPM Program corridor to identify resources that would qualify as eligible for inclusion on the NRHP. As the Red-Purple Bypass Project APE does not contain any stations, this discussion has been omitted from this technical memorandum.

5.2 Lakeview Community Area

The following subsections include a description of the historic context for the development of the Lakeview community area (**Section 5.2.1**), a list of previously identified historic resources (**Section 5.2.2**), and an overview of additional resources surveyed (**Section 5.2.3**).

5.2.1 Historic Context

The Lakeview community area, approximately 4 miles north from Chicago's Loop, is bounded by Irving Park Road and Montrose Avenue to the north, Diversey Avenue to the south, Lake Michigan to the east, and Ravenswood Avenue to the west.

5.2.1.1 Lakeview Development in the Nineteenth Century

European settlement of the area that was to become Lakeview began in 1836, when Swiss-born Conrad and Christine Sulzer settled on a 100-acre wooded parcel near the present corner of

Montrose Avenue (originally called Sulzer Road) and Clark Street (then called Green Bay Road). Sulzer established a farm and nursery on the property and built his original farmhouse on the east side of Green Bay Road, facing east toward the lake. In the 1860s he sold a portion of his property to the association that organized Graceland Cemetery and moved his house (demolished 1888) to the west side of Green Bay Road (Bjorklund 1986:6).

Lakeview became a farming community during the 1840s, as settlers from Germany, Luxembourg, and Sweden began to establish large truck farms and greenhouses in the area west of the present day Halsted Street. Farmers soon developed a flourishing celery trade, and as a result, Chicago became the largest shipper of this crop in the Midwest. Lakeview grew slowly due to the difficulty of traveling to Chicago. By 1850 there were only two routes to the city: Little Fort Road (now Lincoln Avenue) and Green Bay Road (now Clark Street). These unimproved roads were dotted with inns and taverns to serve farmers making the difficult journey to the city.

Initial development along the eastern edge of Lakeview dates to 1852 when James H. Rees, a prominent surveyor in Chicago, and Elisha E. Hundley, a recent arrival from Virginia, purchased a tract of 225 acres along the lakefront. The following year they platted a subdivision called Pine Grove, which was bounded by the lake and the present Halsted Street, Irving Park Road, and Belmont Street. They erected a resort hotel on the lakefront that opened on July 4, 1854 and was appropriately called the Lakeview House (Andreas 1884:708). The three-story frame hotel was just south of the present corner of Sheridan and Irving Park Roads. It served as a popular summer retreat for wealthy Chicagoans who had the means to escape the heat and epidemics that threatened the city at the time.

Promoters of the Lakeview House and adjacent lakefront property realized that improved access from downtown Chicago would make further development of the area more attractive. As a result, in 1856 they funded a plank road that ran from Lakeview House along the present route of Broadway to Diversey Avenue, and then along Clark Street to the city limits at Fullerton Avenue. The establishment of Lakeview House and the plank road stimulated the development of the lakefront into a district of country homes on oversized lots during the ensuing decade.

The first township election for Lakeview was held on April 7, 1857. A petition was signed asking the Illinois General Assembly to recognize the formation of the new township, but official recognition was not granted until Governor Richard J. Oglesby signed the township charter on February 16, 1865 (Andreas 1884: 708-709). The town was governed by a Board of Trustees and its boundaries stretched from Fullerton Avenue to Devon Avenue, and from Lake Michigan to Western Avenue. This area included the present day Chicago community areas of Lincoln Park, Lakeview, Uptown, and Edgewater.

The first public transportation in Lakeview was provided by the predecessor of the Chicago and North Western Railroad, which had tracks at grade level along the route that later became the community's western border at Ravenswood Avenue. Passenger service was inaugurated as early as 1856. Improved access to Chicago along Lakeview's eastern edge was provided in 1870 when daily streetcar service—with cars pulled by a small steam engine—was established along Evanston Avenue (now Broadway) (Clark 1974:26).

Lakeview's population received a boost in the aftermath of the Chicago Fire of 1871, as many residents from the city's ravaged north side moved to the area. Many were attracted by the less expensive balloon frame construction that was allowed in Lakeview, in contrast to the stricter fire codes governing construction within the city limits. Truck farms continued to provide a livelihood for a large segment of Lakeview's population during the 1870s. Lakeview built its first town hall at the northwest corner of Addison and Halsted Streets in 1872. The two-story Italianate style building contained public offices on the first floor and a large assembly hall in its upper story.

In June 1875 a bond issue of \$125,000 was authorized for the construction of Lakeview's first water works at the present corner of Montrose and Halsted Streets, which began operation the following year (Andreas 1884:711). Also during the 1870s, Lakeview built two substantial grade schools. The first was a two-story brick building erected at the corner of Diversey and Seminary Avenues in 1878. An 1860s frame school at Broadway and School Street was replaced by a two-story brick school the following year. Lakeview's first high school was built on the northeast corner of Irving Park Road and Ashland Avenue at a cost of \$16,000, and it opened in 1874. The first floor had four rooms, while the second floor had a spacious auditorium, principal's office, library, and laboratory (Andreas 1884:710).

Lakeview began to assume the characteristics of an urban community during the 1880s and 1890s, as farms were transformed into subdivisions and dirt roads were established through the area. Development occurred throughout the community with distinctive residential building stock featured in different areas. The southwestern portion of the community was developed early in this period, mainly with wood balloon frame homes built for workers employed in nearby factories. Masonry buildings, including greystone and brick flats (buildings that house one unit per floor) and small apartment buildings, were primarily located north of Irving Park Road and east of Clark Street. The easternmost area near the lakefront featured large, elegant homes on more expansive lots.

Germans and Swedes, the two largest ethnic groups in Lakeview in the late 19th century, were joined by Hungarians, Poles, Slovaks, and Italian immigrants, as well as some Jewish families from Germany (Chicago Fact Book Consortium 1995:50). The area close to Lake Michigan supported few ethnic institutions; families who moved to this district were mostly native-born Americans.

By 1887 Lakeview saw such rapid growth that it was granted a city charter and divided into seven wards, each of which had two aldermen. Shortly thereafter a movement began to promote annexation to Chicago, which occurred on June 29, 1889. Transportation to Lakeview greatly improved after its annexation, when it was integrated into Chicago's more extensive network. The extension of the Broadway and Clark streetcar lines accelerated eastern Lakeview's development as a residential district and also led to the formation of a new commercial center at the five-corner intersection of Clark Street and Broadway at Diversey Avenue. Commuter service was also provided by an electric streetcar line along Lincoln Avenue, as well as by the Milwaukee Road and Chicago and North Western Railroads at the western edge of the community.

In 1884 Lakeview had a population of 12,824, one-third of which were children (Andreas 1884:710). To meet their needs, new public schools were built at Wrightwood and Ashland Avenues

(1882) and Orchard Street and Wrightwood Avenue (1883). By 1884 the school previously established at Diversey and Seminary Avenues had expanded from four rooms to fourteen, and was referred to by historian A. T. Andreas (1884:710) in that year as “one of the most substantial buildings in the town, valued at \$45,000.” In 1898 the massive Tudor Revival style Lakeview High School was erected at Irving Park Road and Ashland Avenue, the site of two earlier and much smaller high schools (built 1873 and 1885, respectively) (Clark 1974:28).

Some of Lakeview’s children were educated at the parochial schools established by various ethnic parishes in the late 19th century. St. Alphonsus Catholic School opened in 1882 as part of a massive complex erected by the parish on 5 acres of land bounded by Wellington, Southport, Oakdale, and Greenview Avenues. The nearby St. Luke Evangelical Lutheran Church at Belmont and Greenview Avenues also operated a parochial school where children learned their lessons in German and English. The two parishes became the focal points for the area’s large German Catholic and Lutheran populations.

Lakeview’s flourishing community life was reflected in its many lodges and societies and in the large number of meeting halls established by both Germans and Swedes. Lincoln Avenue featured a plethora of ethnic German shops and restaurants; the surrounding area came to be known as Chicago’s Germantown during this period. German beer gardens and saloons were important gathering places for early Lakeview residents. One of the most popular beer gardens, known over the years as Bismarck Gardens and Marigold Gardens, operated in the 1890s at Halsted and Grace Streets. Lakeview’s Swedish settlement was concentrated near Belmont Avenue between Clark and Sheffield Streets, an area that saw the establishment of five Swedish churches during the 1880s and early 1890s. Swedes established 11 lodges in the area between 1890 and 1919 (Holli and Jones 1995:117). By 1900 newly arrived Swedish immigrants went directly to Lakeview, bypassing the city’s original Swede Town on the Near North Side.

Industries established along the North Branch of the Chicago River in the 1880s, such as Deering Iron Works, North Chicago Malleable Iron Works, and Northwestern Terra Cotta Company, provided employment for residents of nearby Lakeview. Large clay pits situated throughout the area roughly bounded by Clybourn, Wellington, Ashland, and Western Avenues served as the center of Chicago’s brick-making industry. During the 1890s factories were built along Diversey Avenue, Lakeview’s southern boundary, and along the railroad tracks that paralleled Ravenswood Avenue.

5.2.1.2 Lakeview Development: 1900-1950

Lakeview received an important stimulus to development in 1900 when the Northwestern Elevated Railroad was completed from the Loop north to Wilson Avenue in the neighboring Uptown community. The tracks of the “L” line (now the CTA Red Line) were constructed just east of Sheffield Avenue, with stations at Diversey, Wellington, Belmont, Addison, and Sheridan (Irving Park). By 1908 residents in the western portion of Lakeview had their own branch line, known as the Ravenswood “L” (now the CTA Brown Line). It left the main line at Belmont and turned west at Roscoe, then headed north along Ravenswood Avenue at the community’s western border.

The Belmont “L” station was situated between Sheffield and Halsted Streets in the midst of Lakeview’s Swedish community. In the ensuing decades Belmont Avenue became a busy commercial corridor. Several blocks further west, the commercial area already established at the six-corner intersection of Lincoln, Belmont, and Ashland Avenues expanded into a thriving shopping district, anchored by an eight-story Wieboldt’s department store at 3267 N. Lincoln Avenue that was completed in 1917. By the 1920s Lincoln-Belmont-Ashland was the largest retail furniture district outside the Loop and attracted passengers who lived as far north as Skokie.

The number of industries in the southwestern part of Lakeview increased between 1900 and 1920, and included the establishment of the Stewart Warner Company at 1836 W. Diversey Avenue in 1905. A manufacturer of vehicle instruments such as speedometers, the company eventually became one of the largest employers in the community and its six-story plant expanded to one million square feet. Small factories also developed along the east side of Ravenswood Avenue from Irving Park Road to Montrose Avenue.

While the older southwestern portion of Lakeview reached residential maturity in the late 19th century, the areas to the north and east continued to be filled in with low-rise apartment buildings and greystone or brick flat buildings. New development included the 3800 block of Alta Vista Terrace, which featured a series of elegant Georgian Revival style rowhouses. Major changes in eastern Lakeview occurred during the building boom of the 1920s, as high-rise apartment buildings and apartment hotels replaced single-family homes and smaller flat buildings. This area also became home to a number of Jewish families of German descent who established several synagogues in the area.

Lakeview’s best known institution—Wrigley Field—was built on Addison Street, adjacent to the “L” station, in 1914. Originally known as Weegham Park, the structure became home to the National League Chicago Cubs in 1916, and was renamed Wrigley Field in 1926 after its purchase by chewing gum magnate William Wrigley Jr. For five decades (1921–1970) it also served as the playing field of the Chicago Bears football team.

In 1921 Illinois Masonic Hospital purchased the former Chicago Union Hospital at 836 W. Wellington Street and later expanded the building with additions that increased its capacity from 53 to 566 beds (Pacyga and Skerrett 1986:94).

By 1930 the population of Lakeview had grown to 115,000. Newcomers to the community at this time included Korean families, who established a Methodist church at 836 W. Oakdale Avenue in 1932. The Japanese community in Lakeview dates from the 1940s, when a group bought the old German church at 954 W. Wellington Street. Dedicated in 1950 as the Lakeside Japanese Christian Church, this church was the first building to be purchased by a Japanese group in Chicago (Pacyga and Skerrett 1986:94-95).

5.2.1.3 Lakeview Development: 1950 to Present

In 1950 the population of Lakeview reached a historical high of 125,000 (Chicago Fact Book Consortium 1995:50). New residential construction during the next two decades featured luxury steel-and-glass apartment towers that were concentrated near the lakefront and along such main

arterial streets as Diversey and Belmont Avenues. The housing stock in the rest of Lakeview was aging and the area was suffering from overall disinvestment. These conditions sparked the establishment of the Lakeview Citizens Council in the 1950s with the aim of fighting potential blight (Keating 2008:189). Its activities included launching a successful campaign to prevent further construction of a new apartment type known as the “four-plus-one,” which featured a ground floor sunk below grade for parking and four residential stories above.

Germans and Swedes remained the largest ethnic groups in Lakeview as late as 1930, constituting a third of all residents, but significant shifts in demographics started to take place in the post-World War II era. The number of non-whites (African-Americans, Asians, and others) increased from less than one percent in 1950 to 23 percent in 1980. Latinos comprised 19 percent of Lakeview’s residents by 1980 and were concentrated in the old Swedish area around Belmont and Sheffield Avenues. During the 1970s the segment of Clark Street between Belmont Avenue and Addison Street began to feature many shops and restaurants owned by residents of Japanese and Korean descent (Pacyga and Skerrett 1986:96).

The eastern portion of Lakeview began to gentrify in the 1970s as new restaurants, bars, and trendy shops opened along Broadway, which became a nightlife spot. Many older merchants left the area due to increasing rents. Apartment buildings began to be converted to condominiums. Eastern Lakeview attracted a substantial homosexual population, supported by a wide range of social and political institutions. A variety of theaters and clubs developed along Halsted Street, which featured a gay entertainment strip from Belmont Avenue to Grace Street. Many popular street events were established in this area during the summer months, including the Gay Pride Parade, the Broadway Art Fair, and the Halsted Street Festival.

In the 1980s the white population of Lakeview increased for the first time after World War II. Gentrification became widespread throughout the community; real estate prices skyrocketed during the ensuing decades. Many teardowns occurred in the western portion of Lakeview, as wood frame dwellings were replaced by luxury homes and condominium buildings. Widespread commercial redevelopment occurred as well. The Broadway-Clark-Diversey retail district attracted new restaurants and shops. The \$10 million renovation of the Century Theater at 2828 N. Clark Street into a mall further enhanced the vitality of the Clark Street shopping strip. In 1983 and 1984 two theaters reopened in Lakeview, reversing a citywide trend. The Music Box Theater at 3733 N. Southport Avenue was restored to its 1929 grandeur. The Victorian Theater at 3145 N. Sheffield Avenue, built in 1912 as a vaudeville house, was transformed into a showcase for live music.

In western Lakeview, the Lincoln-Belmont-Ashland shopping district now features such popular shopping chains as Whole Foods Market; the neighborhood’s German traditions continue through such institutions as Dinkel’s Bakery and the Paulina Market along Lincoln Avenue. Today Lakeview is an affluent area populated in large part by young urban professionals, both singles and couples, who are attracted to the area’s diverse residential building stock, eclectic shopping and entertainment districts, and close proximity to the lakefront.

5.2.2 Previously Identified Historic Resources

There is one historic district in the Red-Purple Bypass Project APE: the Newport Avenue Historic District. The district is a listed local landmark and NRHP-eligible, significant for the period 1891–1928 under Criteria A (association with a historic event or pattern) and C (distinctive architecture).

5.2.2.1 Newport Avenue Historic District (Local Landmark)

The Newport Avenue Historic District lies along Newport Avenue between Halsted and Clark Streets. Its 67 buildings mainly comprise Chicago three-flat buildings built from the 1890s through the 1910s. The district's block-long streetscape also includes single-family residences from the early 1890s, as well as four six-flats and small apartment buildings that were built through the 1920s. Together these buildings exemplify the type of housing constructed in middle- and working-class neighborhoods that developed in late 19th and early 20th century Chicago. The Newport Avenue Historic District is a significant intact group of such housing.

The growth of Lakeview in general and Newport Avenue in particular during this period reflects the impact of improvements in mass transit on the development of Chicago's North Side. Transportation improvements during this period included new and expanded streetcar lines and a developing rapid transit system, including the construction in the 1890s of the Northwestern Elevated Railroad (now the CTA Red Line) from downtown to Wilson Avenue. These improvements were instrumental in attracting residents to what had been an outlying suburban town. One of the elevated line's original stations was at the intersection of Newport and Clark Streets, at the western end of the Newport Avenue Historic District, although it has since closed.

The Newport Avenue Historic District was part of a parcel of farmland purchased by developer Jacob Feinberg in October 1890, soon after Lakeview's annexation. Feinberg subdivided the property into the City's standard 25-foot-wide residential lots, which comprise present day Newport Avenue (originally called Cleveland Avenue) and the north side of Roscoe Street, between Halsted and Clark Streets. A uniform setback of 12 feet from the street was established to give the street a distinct visual unity.

More than half of the residential buildings in the Newport Avenue Historic District were constructed during the five-year period from 1891 through 1895, although construction continued until 1928. Chicago three-flats clad in either rusticated limestone or brick comprise over 80 percent of the buildings in the district. Both the three-flats and the single-family homes feature raised entries that underscore the unified visual character in the district. Many of the three-flat porches have limestone stairs with either limestone or cast-iron railings. These porches often have two columns with either Classical or Romanesque detailing and their roofs are typically topped with metal or limestone balustrades. Many of the three-flat buildings also feature projecting bays and original pressed-metal cornices. The brick-clad buildings typically feature limestone detailing.

The district's houses and apartment buildings, including the three-flat buildings that predominate, exhibit a mix of stylistic influences. Such visual eclecticism is a characteristic of much late 19th and early 20th century architecture, especially those buildings found in Chicago's

neighborhoods. Many small-scale Chicago buildings of this period are not pure examples of any one style, but incorporate ornamental motifs that recall particular styles. Residential buildings in the Newport Avenue Historic District exhibit elements of the Queen Anne, Eastlake, Romanesque, Classical Revival, and Arts and Crafts styles, which provide them with their visual richness and character.

Taken as a whole, the Newport Avenue Historic District exemplifies the visual coherence and attractiveness of late 19th and early 20th century architectural design as applied to Chicago neighborhood buildings. Individual buildings are handsomely detailed with historic ornamentation and finely crafted materials including limestone, brick, wood, and metal. The use of consistent materials, scale, and setbacks provide the district with a visually unified appearance. Its unusual concentration of three-flats and lack of later buildings contribute to this overall sense of coherent historic and stylistic development.

5.2.2.2 Individually Listed Historic Resources

There are no individually listed NRHP resources within the Red-Purple Bypass Project APE. Beyond the Newport Avenue Historic District, there are no designated local landmark resources within the APE.

A number of resources were examined as part of the 1985–1995 CHRS and were rated Orange. Orange ratings denote buildings that possess some architectural feature or historical association that made them potentially significant in the context of the surrounding community. The following resources within the APE were identified as Orange in CHRS records:

- 3264-3270 N. Clark Street
- 3356 N. Sheffield Avenue
- 3365-3369 N. Clark Street
- 934 W. Roscoe Street
- 930 W. Roscoe Street
- Former Linn Funeral Home, 3415 N. Clark Street
- 933 W. Newport Avenue
- Vautravers Building, 947-949 W. Newport Avenue
- 938 W. Newport Avenue

5.2.3 Additional Historic Resources Surveyed

As part of the field work for the project, 167 resources within the Red-Purple Bypass Project APE were surveyed. These resources, along with their construction date and an assessment of their eligibility for listing on the NRHP, are presented in **Table 5-1**. Resources determined individually

eligible or contributing within a listed district are highlighted. A series of maps in **Appendix A** graphically present these findings; individual inventory sheets for surveyed resources are presented in **Appendix B**.

Table 5-1: 167 Surveyed Historic Resources within Lakeview Community Area

Resource	Year Built	Description	Finding	Survey Date
Red Line Track Structure	1900	CTA Elevated Steel Track Structure	NRHP Eligible	2012
900-908 W. Belmont Avenue	1893	Mixed-use Building	Not Eligible	2014
912-914 W. Belmont Avenue	1970	Modern	Modern	2014
916 W. Belmont Avenue	1915	Commercial Building, front	Not Eligible	2014
916 W. Belmont Avenue	1953	Commercial Building, back	Not Eligible	2012
918-922 W. Belmont Avenue	2008	Modern	Modern	2014
928-930 W. Belmont Avenue	1916	Mixed-use Building	Not Eligible	2012
952-960 W. Belmont Avenue	1911	Commercial Building	Not Eligible	2012
962-964 W. Belmont Avenue	1910	Commercial Building	Not Eligible	2014
3262 N. Clark Street	1896	Mixed-use Building	Not Eligible	2014
3264-3266 N. Clark Street*	1889	Queen Anne Mixed-use Building	NRHP Eligible	2012
3307 N. Clark Street	1906	Mixed-use Building	Not Eligible	2012
3309 N. Clark Street	1901	Mixed-use Building	Not Eligible	2014
3310 N. Clark Street	1970	Modern	Modern	2014
3311-3313 N. Clark Street	1909	Mixed-use Building	Not Eligible	2012
3315 N. Clark Street	1901	Mixed-use Building	Not Eligible	2014
911 W. School Street	1911	Mixed-use Building	Not Eligible	2012
924 W. School Street	1980	Modern	Modern	2012
938 W. School Street	1885	Front Gable Residence	Not Eligible	2014
3207 N. Sheffield Avenue	1900	Commercial Building	Not Eligible	2014
3211-3213 N. Sheffield Avenue	1965	Commercial Building	Not Eligible	2014
3215 N. Sheffield Avenue	1954	Commercial Building	Not Eligible	2014
3217-3221 N. Sheffield Avenue	2009	Modern	Modern	2012
3223-3227 N. Sheffield Avenue	1916	Commercial Building	Not Eligible	2014
3229 N. Sheffield Avenue	1900	Vacant Commercial Building	Not Eligible	2014
3233-3235 N. Sheffield Avenue	1927	Paint & Glass Warehouse	Not Eligible	2012
3241-3243 N. Sheffield Avenue	1992	Modern	Modern	2014
3247 N. Sheffield Avenue	1936	Paint & Glass Warehouse	Not Eligible	2014
3255-3257 N. Sheffield Avenue	1910	Mixed-use Building	Not Eligible	2012
3307 N. Sheffield Avenue	2009	Modern	Modern	2014
3309 N. Sheffield Avenue	2006	Modern	Modern	2014
3311 N. Sheffield Avenue	1891	Front Gable Residence	Not Eligible	2014
3315 N. Sheffield Avenue	1896	Front Gable Residence	Not Eligible	2014
3317 N. Sheffield Avenue	1896	Multifamily Residence	Not Eligible	2014

Resource	Year Built	Description	Finding	Survey Date
3213 N. Wilton Avenue	1998	Modern	Modern	2014
3215 N. Wilton Avenue	1999	Modern	Modern	2014
3217 N. Wilton Avenue	2006	Modern	Modern	2014
3221 N. Wilton Avenue	1890	Multifamily Residence	Not Eligible	2014
3223 N. Wilton Avenue	1893	Multifamily Residence	Not Eligible	2012
3225 N. Wilton Avenue	1893	Greystone Residence	Not Eligible	2014
3229 N. Wilton Avenue	1890	Front Gable Residence	Not Eligible	2014
3231 N. Wilton Avenue	2006	Modern	Modern	2014
3233 N. Wilton Avenue	1891	Multifamily Residence	Not Eligible	2012
3235 N. Wilton Avenue	1889	Front Gable Residence	Not Eligible	2014
3239 N. Wilton Avenue	1896	Front Gable Residence	Not Eligible	2014
3240 N. Wilton Avenue	1911	Flat	Not Eligible	2012
3241-3245 N. Wilton Avenue	1989	Modern	Modern	2014
3242 N. Wilton Avenue	1898	Front Gable Residence	Not Eligible	2012
3244 N. Wilton Avenue	1891	Flat	Not Eligible	2012
3246 N. Wilton Avenue	1888	Folk Victorian Residence	Not Eligible	2012
3252 N. Wilton Avenue	2009	Modern	Modern	2012
3317-3323 N. Clark Street	1913	Buckingham Building	Not Eligible	2014
3324 N. Clark Street	1889	Queen Anne Mixed-use Building	Not Eligible	2012
3326 N. Clark Street	1913	Mixed-use Building	Not Eligible	2014
3328 N. Clark Street	1875	Apartment Building	Not Eligible	2012
3330-3332 N. Clark Street	1908	Commercial Building	Not Eligible	2012
3333 N. Clark Street	1903	Commercial Building	Not Eligible	2014
3334-3338 N. Clark Street	1903	Beaux Arts Commercial Building	Not Eligible	2012
3335 N. Clark Street	1901	Mixed-use Building	Not Eligible	2014
3339 N. Clark Street	1901	Queen Anne Mixed-use Building	Not Eligible	2014
3341-3343 N. Clark Street	1903	Mixed-use Building	Not Eligible	2014
3345 N. Clark Street	1911	Mixed-use Building	Not Eligible	2012
3346-3348 N. Clark Street	1906	Mixed-use Building	Not Eligible	2012
3347 N. Clark Street	1902	Mixed-use Building	Not Eligible	2014
3349 N. Clark Street	2006	Modern	Modern	2014
3352 N. Clark Street	1973	Modern	Modern	2012
3353-3355 N. Clark Street	2008	Modern	Modern	2014
3365-3369 N. Clark Street*	1898	Queen Anne Commercial Building	NRHP Eligible	2012
3366 N. Clark Street	1891	Queen Anne Mixed-use Building	Not Eligible	2012
3401-3405 N. Clark Street	1889	Classical Revival Commercial Building	Not Eligible	2012
3404 N. Clark Street	1898	Commercial Building	Not Eligible	2012
3408 N. Clark Street	1921	Modernistic Commercial Building	Not Eligible	2012

Resource	Year Built	Description	Finding	Survey Date
3413 N. Clark Street	1896	Folk Victorian Mixed-use Building	Not Eligible	2012
3415 N. Clark Street*	1901	Commercial Building	Not Eligible	2012
3419-3421 N. Clark Street	1879	Commercial Building	Not Eligible	2012
933 W. Newport Avenue*	1889	Greystone Residence	Contributing to District	2014
934 W. Newport Avenue	1901	Greystone Residence	Contributing to District	2014
937 W. Newport Avenue	1889	Greystone Residence	Contributing to District	2012
938 W. Newport Avenue*	1905	Queen Anne Greystone Residence	NRHP Eligible Contributing to District	2012
947-949 W. Newport Avenue*	1889	Romanesque Flat	NRHP Eligible Contributing to District	2012
1009-1011 W. Newport Avenue	1909	Flat	Not Eligible	2012
1015 W. Newport Avenue	1891	Multifamily Residence	NRHP Eligible	2014
1019 W. Newport Avenue	1891	Multifamily Residence	Not Eligible	2014
1021 W. Newport Avenue	1891	Multifamily Residence	Not Eligible	2012
1023 W. Newport Avenue	1891	Front Gable Residence	Not Eligible	2014
1027 W. Newport Avenue	1886	Folk Victorian Residence	Not Eligible	2012
1029 W. Newport Avenue	1893	Greystone Residence	Not Eligible	2014
1031 W. Newport Avenue	2014	Modern	Modern	2014
1033 W. Newport Avenue	2012	Modern	Modern	2014
1037 W. Newport Avenue	1888	Front Gable Residence	Not Eligible	2014
1039 W. Newport Avenue	2010	Modern	Modern	2014
1041-1043 W. Newport Avenue	2001	Modern	Modern	2014
917 W. Roscoe Street	1997	Modern	Modern	2014
922 W. Roscoe Street	1995	Modern	Modern	2014
924 W. Roscoe Street	2007	Modern	Modern	2014
928 W. Roscoe Street	2001	Modern	Modern	2014
930 W. Roscoe Street*	1896	Queen Anne Residence	Not Eligible	2012
934 W. Roscoe Street*	1889	Slaymaker Gallery	NRHP Eligible	2012
949-955 W. Roscoe Street	1905	Commercial Building	Not Eligible	2012
1002-1006 W. Roscoe Street	1905	Commercial Building	Not Eligible	2012
1014 W. Roscoe Street	1906	Greystone Residence	Not Eligible	2014
1018 W. Roscoe Street	1906	Flat	Not Eligible	2012
1020-1022 W. Roscoe Street	1916	Multifamily Residence	Not Eligible	2012
1026 W. Roscoe Street	1901	Multifamily Residence	Not Eligible	2014
1028 W. Roscoe Street	1897	Front Gable Residence	Not Eligible	2014
1030 W. Roscoe Street	1888	Front Gable Residence	Not Eligible	2014

Resource	Year Built	Description	Finding	Survey Date
1032 W. Roscoe Street	1894	Greystone Residence	Not Eligible	2014
1036 W. Roscoe Street	1897	Greystone Residence	Not Eligible	2014
1038 W. Roscoe Street	1886	Front Gable Residence	Not Eligible	2014
1040 W. Roscoe Street	1895	Front Gable Residence	Not Eligible	2014
1042 W. Roscoe Street	1890	Front Gable Residence	Not Eligible	2014
1048 W. Roscoe Street	1884	Front Gable Residence	Not Eligible	2014
1048 W. Roscoe Street Alt: 3401 N. Seminary Avenue	1912	Multifamily Residence	Not Eligible	2014
3405 N. Seminary Avenue	1890	Front Gable Residence	Not Eligible	2014
3409 N. Seminary Avenue	1991	Modern	Modern	2014
3415 N. Seminary Avenue	1888	Greystone Residence	Not Eligible	2014
3417-3421 N. Seminary Avenue	2010	Modern	Modern	2014
3423 N. Seminary Avenue	1890	Greystone Residence	Not Eligible	2014
3425 N. Seminary Avenue	1889	Front Gable Residence	Not Eligible	2014
3319 N. Sheffield Avenue	2006	Modern	Modern	2014
3321 N. Sheffield Avenue	2008	Modern	Modern	2014
3324 N. Sheffield Avenue	2009	Modern	Modern	2014
3325 N. Sheffield Avenue	1999	Modern	Modern	2014
3327 N. Sheffield Avenue	2009	Modern	Modern	2014
3328 N. Sheffield Avenue	1995	Modern	Modern	2014
3329 N. Sheffield Avenue	2006	Modern	Modern	2014
3331 N. Sheffield Avenue	1913	Multifamily Residence	Not Eligible	2014
3334 N. Sheffield Avenue	1896	Front Gable Residence	Not Eligible	2014
3335-3337 N. Sheffield Avenue	1913	Flat	Not Eligible	2012
3336 N. Sheffield Avenue	1901	Mixed-use Building	Not Eligible	2014
3338 N. Sheffield Avenue	2006	Modern	Modern	2014
3339-3341 N. Sheffield Avenue	1913	Multifamily Residence	Not Eligible	2014
3340 N. Sheffield Avenue	2009	Modern	Modern	2014
3342 N. Sheffield Avenue	1896	Front Gable Residence	Not Eligible	2014
3343 N. Sheffield Avenue	1904	Multifamily Residence	Not Eligible	2014
3346-3348 N. Sheffield Avenue	2006	Modern	Modern	2014
3347 N. Sheffield Avenue	1905	Multifamily Residence	Not Eligible	2014
3349 N. Sheffield Avenue	1911	Mixed-use Building	Not Eligible	2014
3350 N. Sheffield Avenue	1906	Multifamily Residence	Not Eligible	2014
3351 N. Sheffield Avenue	1906	Commercial Building	Not Eligible	2014
3352 N. Sheffield Avenue	1909	Mixed-use Building	Not Eligible	2014
3356 N. Sheffield Avenue*	1896	Queen Anne Mixed-use Building	NRHP Eligible	2012
3406-3412 N. Sheffield Avenue	1901	Commercial Building	Not Eligible	2012
3414 N. Sheffield Avenue	2008	Modern	Modern	2014

Resource	Year Built	Description	Finding	Survey Date
3416-3418 N. Sheffield Avenue	2008	Modern	Modern	2014
3420 N. Sheffield Avenue	1905	Mixed-use Building	Not Eligible	2014
3422-3424 N. Sheffield Avenue	1910	Mixed-use Building	Not Eligible	2014
3433-3439 N. Sheffield Avenue	1921	Commercial Building	Not Eligible	2012
915-921 W. Cornelia Avenue	1913	Apartment Building	Not Eligible	2014
925-935 W. Cornelia Avenue	1913	Apartment Building	Not Eligible	2014
924 W. Cornelia Avenue	2006	Modern	Modern	2014
937 W. Cornelia Avenue	1926	Apartment Building	Not Eligible	2012
3441-3443 N. Sheffield Avenue	1901	Mixed-use Building	Not Eligible	2012
3447-3457 N. Sheffield Avenue	1920	Apartment Building	Not Eligible	2014
3501 N. Sheffield Avenue	2006	Modern	Modern	2014
3505 N. Sheffield Avenue	1899	Multifamily Residence	Not Eligible	2014
3509 N. Sheffield Avenue	1902	Greystone Residence	Not Eligible	2012
3511 N. Sheffield Avenue	1899	Greystone Residence	Not Eligible	2014
3513 N. Sheffield Avenue	1901	Greystone Residence	Not Eligible	2014
3515 N. Sheffield Avenue	1896	Multifamily Residence	Not Eligible	2014
3502-3504 N. Wilton Avenue	1927	Apartment Building	Not Eligible	2012
3507-3509 N. Wilton Avenue	1901	Flat	Not Eligible	2012
3508-3510 N. Wilton Avenue	1928	Apartment Building	Not Eligible	2012
3511 N. Wilton Avenue	2001	Modern	Modern	2014
3514 N. Wilton Avenue	1901	Greystone Residence	Not Eligible	2012
3515 N. Wilton Avenue	1911	Multifamily Residence	Not Eligible	2014
3517 N. Wilton Avenue	1901	Greystone Residence	Not Eligible	2014

* CHRS Orange resource

5.2.3.1 NRHP Eligible Resources

Of the 167 buildings surveyed within the Red-Purple Bypass Project APE, seven were identified as eligible for listing on the NRHP. These are described briefly below.

5.2.3.2 Queen Anne Mixed-Use Building, 3264-3266 N. Clark Street

This four-story, Queen Anne style mixed-use building is situated at the southwest corner of School and Clark Streets in Lakeview. Built in 1889 and designed by architect David Mahaffey, it has commercial storefronts on the first floor and apartments above. As shown in **Figure 5-2**, it is clad in buff-colored brick and has a flat roof and parapet. It features its original storefront configuration along Clark Street. The centrally located wood-paneled double doors along the Clark Street elevation that lead to the upper floor apartments are original and are surrounded by rusticated stonework. Both street elevations are distinguished by a series of wood window bay pavilions that rise from floors two through four and feature decorative pressed metal panels in the spandrels with foliate motifs. Other decorative detailing includes a wood cornice with dentil molding and modillions, a frieze band with recessed brick panels, and a round-arched window opening along Clark Street. Windows are one-over-one wood sash. This is an excellent example of

a Queen Anne style commercial building from the 1880s with very good integrity, and it is individually eligible for NRHP listing under Criterion C.



Figure 5-2: East Facade of 3264-3266 N. Clark Street Building

5.2.3.3 Queen Anne Mixed-Use Building, 3365-3369 N. Clark Street

This two-story, buff brick building is situated at the southeast corner of Clark and Roscoe Streets and features Queen Anne style massing with its rounded corner bays. Classical and Romanesque detailing is present, as shown in **Figure 5-3**. Built in 1898, the northwest corner of the building has a recessed entrance and a projecting corner bay supported by a robust column with foliate capital. The Clark Street elevation has ground floor display windows and a centrally located entrance that provides access to the second floor apartments. This entrance features original wood and glass double doors topped by a semicircular transom and a Classical surround with fluted Ionic pilasters and a cornice with modillions. The second floor has double-hung wood sash windows. Other decorative detailing includes quoins, stringcourses in copper and stone, and a copper cornice with small lion head motifs.



Figure 5-3: North Facade of 3365-3369 N. Clark Street Mixed-Use Building

This building appears to be one of the most eclectic of the commercial buildings along the Clark Street thoroughfare between Belmont and Addison stations, featuring a lively mix of stylistic influences typical of the late 19th and early 20th centuries including Queen Anne, Classical Revival, and Romanesque. Its location on a corner site makes it a prominent visual landmark and it appears to be intact in terms of its original materials and detailing. The building is individually eligible for inclusion on the NRHP under Criterion C for its architecture.

5.2.3.4 Queen Anne-style Greystone Flat, 938 W. Newport Avenue

Shown in **Figure 5-4**, this two-flat residential building has a front facade clad in rusticated limestone, a rounded, full-height window bay pavilion, a flat roof and parapet. It was built in the Queen Anne style circa 1905. Its original flat-roofed stone front porch has two columns with foliate and cushioned capitals and original oak-and-glass paneled double doors with transom. Both the stone railings and balustrade of the porch are perforated with rounded arches. This building is distinguished from other greystones in Lakeview by its roofline, which features a slate-covered mansard roof with metal coping and a leaded glass lunette window that tops the entrance bay. The window bay pavilion is topped by a short balustrade with a decorative beaded pattern as well as a distinctive pedimented dormer with a leaded glass lunette window and foliate motifs. The original wood sash windows have been replaced by one-over-one aluminum sash windows; those on the rounded window bay pavilion feature rounded glass that mimics the appearance of the original windows.

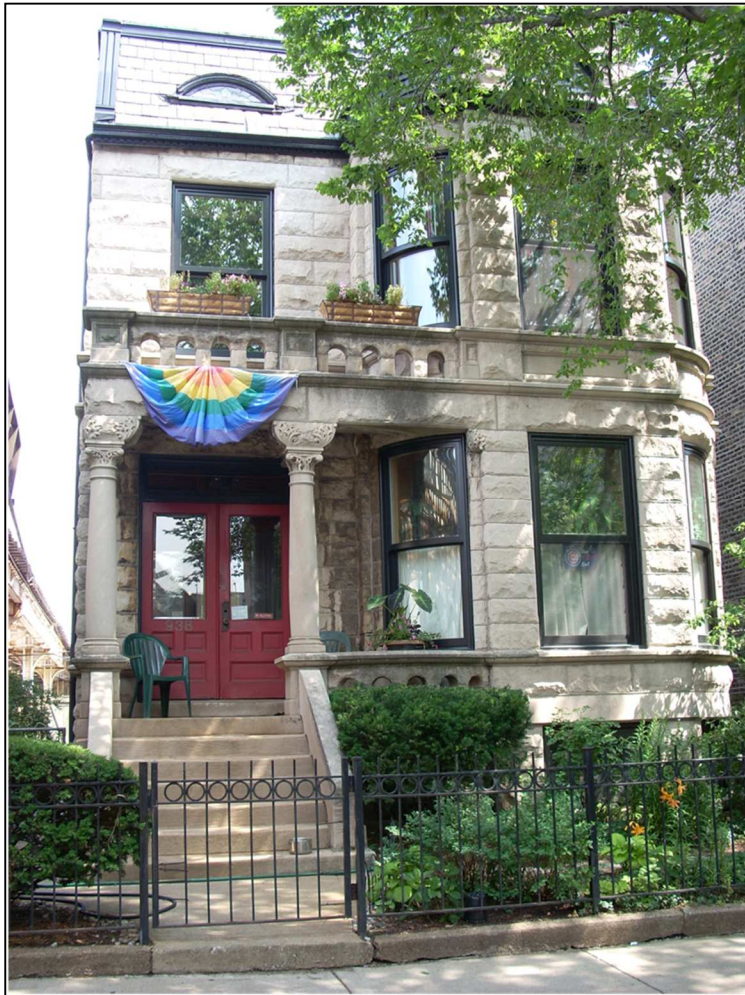


Figure 5-4: South Facade of 938 W. Newport Avenue Greystone Flat

This is a contributing building within the locally designated Newport Avenue Historic District. It is also a fine example of a greystone, a building type that the City of Chicago has recognized through its Historic Greystone Initiative which promotes the preservation of these ornate, limestone-clad homes by offering technical assistance and financial resources to property owners. Due to the distinguishing features of this building's highly ornamented roofline, this building is individually eligible for listing on the NRHP under Criterion C for architecture.

5.2.3.5 Vautravers Building, 947-949 W. Newport Avenue

This three-story apartment building in Lakeview features rusticated limestone cladding on its front (Newport) elevation and has a flat roof with parapet. The round-arched entrance has a projecting limestone surround topped by a pediment. The building has a bracketed cornice of pressed copper and features three distinctive two-story copper window bays with decorative floral and geometric motifs. **Figure 5-5** shows the north facade of the building, which was constructed in 1889. The pressed copper ornamentation is distinctive and the building overall has very good integrity. As a result, it is individually eligible for NRHP listing under Criterion C. In addition, it is

a contributing element within the locally designated Newport Avenue Historic District and was rated as Orange (potentially significant within the community) in the CHRS.



Figure 5-5: North Facade of Vautravers Building

5.2.3.6 Multifamily Residential Building, 1015 W. Newport Avenue

This three-story, multifamily residential building was built in 1891. It is a frame structure topped by a flat roof with parapet. The building is clad in weatherboard siding and rests on a continuous stone foundation. A full-height projecting window bay is present on the front facade. Double entry doors are each topped by a single-light transom. Detailing includes window and door surrounds, cornice, frieze band, wood panels, and brackets. Shown in **Figure 5-6**, the resource exhibits good integrity and is eligible under Criterion C as a fine example of a late 19th century residential building.



Figure 5-6: North Facade of 1015 W. Newport Avenue Building

5.2.3.7 Slaymaker Gallery, 934 W. Roscoe Street

This three-story commercial building, built in 1889, has a flat roof with a parapet. Its front facade is clad in orange face brick and features an original cast iron storefront with recessed door openings and limestone corner pilasters with foliated capitals. The spandrels, parapet, and corners of the building feature decorative accents in brown brick. Windows are double-hung and appear to be original; stone sills and stringcourses are used. The building was designed by Theodore Andersen and is shown in **Figure 5-7**. It has very good architectural integrity and is a fine example of a late 19th century commercial building. It is eligible for NRHP listing under Criterion C. The Slaymaker Gallery was rated Orange in the CHRS.



Figure 5-7: South Facade of the Slaymaker Gallery

5.2.3.8 Queen Anne Mixed-Use Building, 3356 N. Sheffield Avenue

This three-story, Queen Anne style mixed-use building at the southwest corner of Sheffield Avenue and Roscoe Street in Lakeview was built in 1896, and operated as a steam laundry facility according to 1905 Sanborn mapping. The building is clad in face brick along its two street elevations and has a flat roof and parapet. The first floor houses a bar and features a corner entrance with a non-original plate glass door. Its original door-window configuration is preserved along both street elevations. The two centrally located door openings along the Sheffield elevation are flanked by fluted metal pilasters. Although the first floor doors and windows themselves are non-original, they preserve their original transom openings.

As shown in **Figure 5-8**, the building is distinguished by two pressed metal turrets—a rounded one at the corner and a three-sided one at the south end of the Sheffield Avenue elevation—both of which feature Classical detailing such as swags, pilasters, and keystones. The Sheffield Avenue elevation also features a metal cornice with scrolls and modillions. Decorative detailing along both street elevations includes stone lintels above the second story windows, stone keystones

above the third story windows, spandrels with recessed brick panels, and a metal stringcourse. The one-over-one windows appear to be non-original aluminum sash and third story window openings are round-arched. This highly ornamented building has very good integrity and is individually eligible for listing on the NRHP under Criterion C.



Figure 5-8: East Facade of 3356 N. Sheffield Avenue Building

5.2.3.9 Resources Surveyed but Determined Ineligible

Beyond the resources that were identified as individually eligible for NRHP listing, a number of resources were surveyed that did not meet the criteria. Generally, these resources do not meet the age criteria to qualify, have undergone subsequent alterations that compromise their historic integrity, or do not feature a level of distinctive architectural detailing necessary to qualify for the NRHP.

A potential historic district was considered along Clark Street between Belmont and Addison stations. This segment of Clark Street includes one- to four-story commercial buildings, mainly faced in brick and terra cotta, featuring a range of stylistic influences typical of the late 19th and early 20th centuries including the Italianate, Romanesque, Queen Anne, Chicago School, and Classical Revival. Many of the buildings exhibit high quality craftsmanship, such as the use of carved stone, pressed metal detailing, and the rich ornamental possibilities of architectural terra cotta. This segment of Clark Street is not recommended as an eligible NRHP district due to the inclusion of infill commercial buildings and one high-rise residential building, which adversely affects its integrity as a cohesive ensemble of historic buildings.

Section 6

Impacts

For each NRHP-listed or eligible historic resource within the APE, this section examines potential project impacts. Direct effects (e.g., building displacements or partial property takes) and indirect effects (e.g., noise, vibration, construction, and changes in the visual environment) were considered in this analysis. The analysis addresses operational impacts on aboveground historic structures. Individual technical memorandums developed for the project describe the methods and analyses for specific technical analysis areas; results relevant to effects on cultural and historic resources are discussed herein.

In the context of Section 106, there are three levels of effects that resources may be subject to, as defined in 36 CFR 800.5:

- No Effect – The project does not create any direct or indirect impacts on the resource.
- No Adverse Effect – The project impacts the resource but does not negatively affect the characteristics of a resource that qualify the resource for inclusion in the NRHP.
- Adverse Effect – The project directly or indirectly alters characteristics of a resource that qualify it for the NRHP so that the integrity of the resource’s location, design, setting, materials, workmanship, feeling, or association is diminished.

This chapter describes effects on individual NRHP-eligible resources that could result from the Build Alternative. The following subsections address effects on these resources, moving from south to north through the APE. The NRHP-eligible track structure is presented first. The narrative then considers the NRHP-eligible resources, with a description of potential effects. Overall, two resources are anticipated to be adversely affected, as summarized in **Table 6-1**.

Table 6-1: Summary of Effects Recommendations for the National Register of Historic Places

Resource	Effect
Elevated Steel Track Structure	Adverse Effect
3264-3266 N. Clark Street	No Effect
3356 N. Sheffield Avenue	No Adverse Effect
3365-3369 N. Clark Street	No Adverse Effect
934 W. Roscoe Street	No Adverse Effect
947-949 W. Newport Avenue	Adverse Effect
938 W. Newport Avenue	No Adverse Effect
1015 W. Newport Avenue	No Adverse Effect

6.1 Elevated Track Structure

From Belmont station north to Montrose Avenue, rail transit cars traverse a four-track, elevated, steel frame structure with an open wood deck through the Red-Purple Bypass Project area. The 114-year old steel structure is functional in design with little evidence of ornamentation.

The portion of the Red and Purple line track structures within the initial 9.6-mile RPM APE is iconic within Chicago and was an integral fixture in the development of Chicago's North Side. The 0.3-mile-long Red-Purple Bypass Project APE contains one portion of this resource, which is eligible under Criterion A for its contribution to the development of Chicago's North Side and under Criterion C as a good example of the turn-of-the-century riveted steel plate technology.

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.

6.1.1.1 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.
- 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 Red-Purple Bypass Project.

6.2 Effects on Eligible Resources

The following subsections assess effects on individual NRHP resources within the Red-Purple Bypass Project APE, progressing from south to north through the project area. The project falls within the Lakeview community area of Chicago.

6.2.1 Queen Anne Mixed-Use Building, 3264-3266 N. Clark Street

This four-story Queen Anne style building is situated at the southwest corner of School and Clark Streets in Lakeview. Built in 1889 and designed by architect David Mahaffey, it has commercial storefronts on the first floor and apartments above. Both street elevations are distinguished by a series of wood window bay pavilions that feature decorative pressed metal panels in the spandrels with foliate motifs. This resource is an excellent example of a Queen Anne style commercial building from the 1880s with very good integrity and is individually eligible for NRHP listing under Criterion C.

6.2.1.1 Effects Findings

Direct Effects: The building is located over 200 feet from the track structure, screened from the tracks by a row of buildings along Wilton Avenue. It falls outside the right-of-way and construction footprints for the Build Alternative. Thus, it would not be directly affected.

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 less than a 3 vibratory decibel (VdB) increase compared to the

existing conditions. Existing vibration levels are at least 10 VdB lower than the 90 VdB FTA impact threshold for risk of minor cosmetic damage to fragile buildings. 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: 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.

Overall, this resource would experience No Effect due to the Red-Purple Bypass Project.

6.2.2 Queen Anne Mixed-Use Building, 3356 N. Sheffield Avenue

This three-story Queen Anne style building at the southwest corner of Sheffield Avenue and Roscoe Street was built in 1896. The building is distinguished by two pressed metal turrets, both of which feature Classical detailing such as swags, pilasters, and keystones. This highly ornamented building has very good integrity and is individually eligible for listing on the NRHP under Criterion C.

6.2.2.1 Effects Findings

Direct Effects: The building lies south and west of the Brown Line tracks. In the Build Alternative, Clark Junction would be reconstructed to create a bypass for the Brown Line, moving it slightly north of its existing location. Although several buildings in this area would be demolished to accommodate the bypass, the mixed-use building at 3356 N. Sheffield Avenue falls outside the right-of-way 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 45 feet from the current location of the Brown Line track structure, preliminary vibration modeling estimates at this resource show less than a 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 10 VdB lower than the 90 VdB FTA impact threshold for risk of minor cosmetic damage to fragile buildings. Where appropriate, protective measures would 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: Located approximately 45 feet from the current location of the Brown Line track structure, 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 Red-Purple Bypass Project.

6.2.3 Queen Anne Mixed-Use Building, 3365-3369 N. Clark Street

This two story brick building is situated at the southeast corner of Clark and Roscoe Streets and features Queen Anne style massing with its rounded corner bays. Built in 1898, this building appears to be one of the most eclectic of the commercial buildings along the Clark Street thoroughfare between Belmont and Addison stations, featuring a lively mix of stylistic influences typical of the late 19th and early 20th centuries including the Queen Anne, Classical Revival, and Romanesque. Its location on a corner site makes it a prominent visual landmark; it appears to be intact in terms of its original materials and detailing. The building is individually eligible for inclusion on the NRHP under Criterion C for its architecture.

6.2.3.1 Effects Findings

Direct Effects: The building lies immediately east of the Red and Purple line tracks. Although several buildings in this area would be demolished to accommodate the bypass, the mixed-use building at 3365-3369 N. Clark Street falls outside the right-of-way and construction footprints.

Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Vibration: Although the resource is located immediately east of the track structure, preliminary vibration modeling estimates at this resource show less than a 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the 90 VdB FTA impact threshold for risk of minor cosmetic damage to fragile buildings. Where appropriate, protective measures would 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: Located immediately east of the track structure, 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 Red-Purple Bypass Project.

6.2.4 Slaymaker Gallery, 934 W. Roscoe Street

This three story brick commercial building, built in 1889, has a flat roof with a parapet. Its front facade features an original cast iron storefront. It has very good architectural integrity and is a fine example of a late 19th century commercial building. It is eligible for NRHP listing under Criterion C.

6.2.4.1 Effects Findings

Direct Effects: The building lies immediately east of the track structure. It falls outside the right-of-way and construction footprints.

Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Vibration: Although the resource is located immediately east of the track structure, preliminary vibration modeling estimates at this resource show less than a 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the 90 VdB FTA impact threshold for risk of minor cosmetic damage to fragile buildings. Where appropriate, protective measures would 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: Located immediately east of the track structure, 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 Red-Purple Bypass Project.

6.2.5 Vautravers Building, 947-949 W. Newport Avenue

This three-story apartment building, built in 1889, features rusticated limestone cladding, an arched entrance with a projecting limestone surround, and a bracketed copper cornice. The pressed copper ornamentation is distinctive and the building overall has very good integrity. As a result, it is individually eligible for NRHP listing under Criterion C. It is also a contributing element within the Newport Avenue Historic Landmark District, which was approved by the Commission on Chicago Landmarks in 2004, and is rated Orange under the CHRS.

6.2.5.1 Effects Findings

Direct Effects: The building lies immediately west of the track structure. It falls partially within the permanent right-of-way footprint for the Build Alternative.

Current plans call for the building's demolition to accommodate the reconstructed track structure north of the bypass; however, CTA will coordinate with consulting parties to determine if it is feasible to lessen the impact through mitigation.

Because this resource would be directly affected, effects due to noise, vibration, visual impacts, and construction activities are not applicable.

Overall, this resource would experience an Adverse Effect due to the Red-Purple Bypass Project.

6.2.6 Queen Anne Style Greystone Flat, 938 W. Newport Avenue

This two-flat residential building was built in the Queen Anne style circa 1905. This building is distinguished from other greystones in Lakeview by its roofline, which features a slate-covered mansard roof with metal coping and a leaded glass lunette window that tops the entrance bay. Due to the distinguishing features of this building's highly ornamented roofline, this building is individually eligible for listing on the NRHP under Criterion C for architecture. It is also a contributing element within the Newport Avenue Historic Landmark District.

6.2.6.1 Effects Findings

Direct Effects: The building lies immediately east of the Red and Purple line tracks. It falls outside the right-of-way 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: Although the resource is located immediately east of the track structure, preliminary vibration modeling estimates at this resource show less than a 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 3 VdB lower than the 90 VdB FTA impact threshold for risk of minor cosmetic damage to fragile buildings. Where appropriate, protective measures would 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: Located immediately east of the track structure, 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 Red-Purple Bypass Project.

6.2.7 Vernacular Multifamily Residence, 1015 W. Newport Avenue

This three-story multifamily residential building is a frame structure topped by a flat roof with a parapet. The building is clad in weatherboard siding, has a full-height projecting window bay, and has double entry doors each topped by a single-light transom. Detailing includes window and door surrounds, cornice, frieze band, wood panels, and brackets. Due to its very good architectural integrity, it is recommended as individually eligible for NRHP listing under Criterion C as a fine example of a late 19th century residential building.

6.2.7.1 Effects Findings

Direct Effects: The building is located over 350 feet from the Red and Purple line track structure, and is screened from the tracks by a row of buildings along Sheffield Avenue. The Brown Line track structure is located 50 feet behind the main house. A garage, which is not considered a contributing element to the eligibility of the resource, stands immediately north of the Brown Line track structure. Both the main house and garage fall outside the right-of-way and construction footprints for the Build Alternative. Thus, the resource would not be directly affected.

Noise: Changes in the auditory environment would not affect the characteristics that qualify this resource for inclusion on the NRHP.

Vibration: Located approximately 50 feet from the current location of the track structure, preliminary vibration modeling estimates at this resource show less than a 3 VdB increase compared to the existing conditions. Existing vibration levels are at least 10 VdB lower than the 90

VdB FTA impact threshold for risk of minor cosmetic damage to fragile buildings. Where appropriate, protective measures would 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: Located just north of the track structure, 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 Red-Purple Bypass Project.

6.3 Effects on Chicago Historic Resources Survey Red and Orange Historic Resources and Local Landmarks

Resources within the Red-Purple Bypass Project APE rated as Red or Orange in the CHRS are subject to the City's Demolition-Delay Ordinance. These resources represent potentially significant historic resources at the city or community level, respectively. Two Orange rated resources could be demolished by the Red-Purple Bypass Project: the Linn Funeral Home at 3415 N. Clark Street and the Vautravers Building at 947-949 W. Newport Avenue (also rated NRHP eligible).

The Linn Funeral Home was surveyed in 2012 and is not recommended as NRHP-eligible based on the extent of alterations observed. It has undergone substantial modifications since its initial survey as part of the CHRS effort. **Figure 6-1** presents a photo of the resource circa 1970 and a photo from 2012, illustrating the extent of renovations.

The Vautravers Building is discussed further in **Section 6.2.5**.

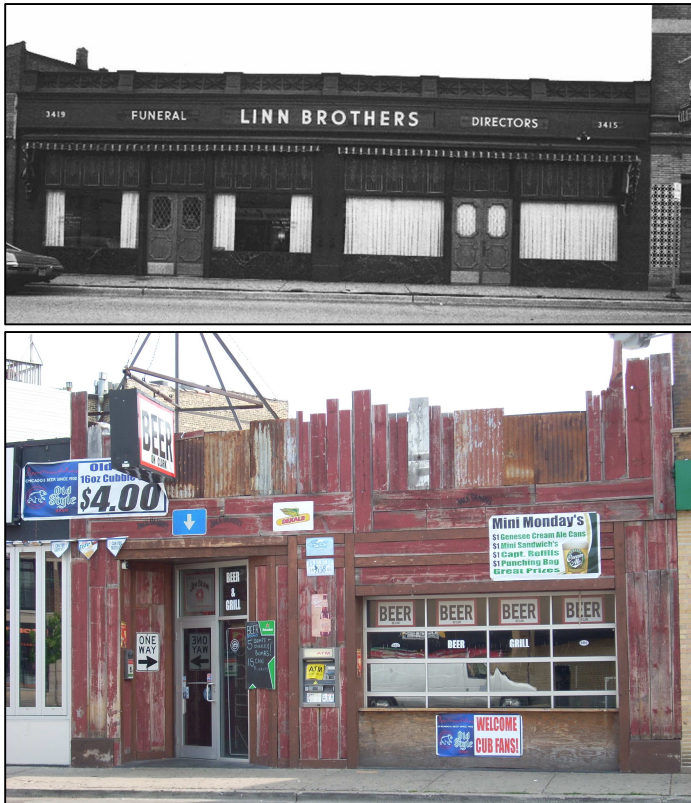


Figure 6-1: Photos of Linn Funeral Home circa 1970 (top) and 2012 (bottom)

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.

At the local landmark level, one resource within the Newport Avenue Historic Landmark District would be directly affected by the Build Alternative: the Vautravers Building. This resource is discussed further in **Section 6.2.5**. The Vautravers Building is separated from the rest of the district by the existing Red and Purple line (see **Appendix A**). Conceptual designs for this segment of the project shift the alignment to the west rather than the east to minimize impacts on the overall district, which is located entirely east of the track structure except for the Vautravers Building.

Alterations, relocations, or demolition of Chicago Landmark resources requires a permit process be completed through the Commission on Chicago Landmarks, in coordination with the City Council. CTA will coordinate with the city and consulting parties to determine if it is feasible to lessen the impact on this landmark through mitigation. Mitigation options are discussed further in **Section 7** and will be examined in greater depth during the final phase of the consultation process.

Section 7

Mitigation Measures

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

This section presents currently recommended mitigation measures detailed in the Draft MOA based on the type of effects associated with the project. Any revisions to the MOA prior to signature will be included in the final environmental finding, the Finding of No Significant Impact (FONSI).

7.1 Adverse Effect on the Track Structure

The existing track structure would experience an adverse effect from implementation of the project: it would 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 their historic role in the transit network.

The adverse effect on the track structure cannot be avoided or minimized as the purpose of the project is to modernize the route. To mitigate effects, CTA plans to prepare Historic American Engineering Record (HAER) documentation for the existing track structure. CTA also plans to develop an interpretive display that conveys the significance of the North Red Line track structure, highlighting the technology and material components associated with the elevated steel track structure. CTA also plans to incorporate selection criteria into the design-build package that provide additional points for proposals that consider aesthetic qualities of the historic elevated track structure in their designs

7.2 Adverse Effect on the Vautravers Building and Newport Ave District

The Vautravers Building, and by extension the Newport Avenue Historic District, would experience an adverse effect from implementation of the project: the building lies within the footprint of the Build Alternative. The adverse effect cannot be avoided if the building remains at its current location. To mitigate effects, CTA plans to examine the feasibility, cost implications, and other impacts of relocating the full Vautravers Building outside the project footprint.

If CTA and FTA determine that the relocation represents a prudent expenditure and are able to acquire the adjacent parcel to the west, CTA would relocate the Vautravers Building 29+ feet to the west so that the building would not be demolished by the project. The surrounding open space would be made available for transit-oriented redevelopment or converted to open space

based on community preferences. CTA would also amend the Newport Avenue Historic District landmark designation report to reflect a shift in the western boundary of the building to include the entire footprint of the relocated Vautravers Building.

If CTA and FTA determine that the relocation does not represent a prudent expenditure or are unable to acquire the adjacent parcel to the west, CTA plans to do the following:

- Preserve key architectural elements of the Vautravers Building and reapply them to the on-site transit-oriented redevelopment that occurs after implementation of the project
- In coordination with IHPA and other consulting parties, define constraints to limit the visual impacts of any on-site transit-oriented redevelopment
- Prepare Historic American Building Survey documentation of the Vautravers Building
- Update the Newport Avenue Historic District landmark designation report to reflect the loss of the contributing Vautravers Building, with a smaller boundary that stops east of the track structure

In addition to provisions in the Draft MOA, as part of the NEPA mitigation measures, CTA would also coordinate with local community stakeholders to create a Neighborhood Redevelopment Plan to outline ways in which future development within the Wrigleyville community could better preserve the character and significance of the area. This measure is further in the NEPA document as it relates to community impacts beyond the historic district and resources.

Section 8

Section 106 Consultation Process

In accordance with requirements for consultation established in Section 106 of the NHPA, four distinct rounds of coordination occurred during the project: initiation activities, identification of historic resources, assessment of effects, and resolution of adverse effects. Each outreach effort is described in the following sections.

8.1 Initiation Activities

In July 2012 FTA sent invitation letters to 11 Native American tribes to inform them of the process and request assistance in identifying areas with potential cultural or religious significance. Letters were sent to the following: the Ho-Chunk Nation, the Miami Tribe of Oklahoma, the Peoria Tribe of Indians of Oklahoma, the Sac and Fox Nation of Oklahoma, the Pokagon Band of Potawatomi Indians, the Prairie Band of the Potawatomi Nation, the Citizen Potawatomi Nation, the Forest County Potawatomi Nation, the Potawatomi Nation, the Sac and Fox Nation of Mississippi in Iowa, and the Sac and Fox Nation of Missouri.

Also in July 2012, CTA sent invitation letters to 15 state and local level preservation interest groups to inform them of the project and invite them to participate in the upcoming consultation process. Invitation letters were sent to the following groups: the SHPO, the Advisory Council on Historic Preservation, the Illinois State Museum, Illinois State Archaeological Survey, the City of Chicago Historic Preservation Division Department of Housing and Economic Development, the Evanston Preservation Commission, Preservation Chicago, Landmarks Illinois, the Chicago Historical Society, the Edgewater Historical Society and Museum, the Ravenswood-Lake View Historical Association, the Rogers Park/West Ridge Historical Society, the Uptown Chicago Commission, the Wilmette Historical Society, and Friends of the Parks. Nine groups indicated they would like to participate in the process. Accordingly, materials and meeting notices were sent to the SHPO, the City of Chicago Historic Preservation Division Department of Housing and Economic Development, the Evanston Preservation Commission, Preservation Chicago, Landmarks Illinois, the Chicago Historical Society, the Edgewater Historical Society and Museum, the Uptown Chicago Commission, and Friends of the Parks. The Uptown Historical Society joined the consultation process after the initial kickoff effort but was afforded the same opportunities to review information and provide comments.

8.1.1 Section 106 Kickoff Webinar

On September 6, 2012 the project team held a kickoff webinar. This gave the project team an opportunity to provide an overview of the Section 106 process, describe the project and build alternatives, and outline the schedule for the consultation process over the coming months. A full summary of this meeting is provided in **Appendix C**.

8.2 Identification of Historic Resources

On November 7, 2012 the project team held a meeting at CTA to discuss the identification of historic resources, specifically those that were recommended as eligible for listing on the NRHP.

A CD containing a summary table, maps of the resources, and individual site forms was mailed to consulting parties on October 22, 2012 in advance of the November 7 eligibility meeting. A full summary of the meeting is provided in **Appendix C**. The meeting was followed by an informal tour of the RPM corridor on November 16.

As part of this phase of coordination, written comments were received from six consulting parties. A summary of these comments and copies of the individual letters are included in **Appendix C**. As a result of this phase of coordination, two additional resources were added to the representative sample survey set, eligibility recommendations were reexamined for four resources, and additional information was provided about CHRS Red and Orange resources.

8.3 Phasing of Corridor Vision

During 2013 CTA and FTA developed a phased approach for implementing the RPM corridor vision. The agencies determined that a phased approach would better reflect the work and meet the public's expectations for timely delivery of improvements. In light of this change, the 9.6-mile RPM corridor was divided into a series of smaller, phased projects.

CTA reached out to consulting parties in the spring of 2014 to inform participants about the redefinition of the project. A letter dated April 17, 2014 informed consulting parties of the planned Phase One projects and offered each organization an opportunity to continue to participate in the Section 106 process for the Red-Purple Bypass and/or Lawrence to Bryn Mawr Modernization Projects. Additional public and stakeholder outreach occurred in May 2014 as described in the EA.

Five consulting parties opted to continue participating in the Section 106 process for the Red-Purple Bypass Project: the SHPO, the city's Historic Preservation Division, Preservation Chicago, Landmarks Illinois, and Friends of the Parks.

8.4 Assessment of Effects

For the Red-Purple Bypass Project a supplemental eligibility analysis was conducted and effects were determined for historic resources within the smaller, EA-level APE. The results were shared with consulting parties in September 2014.

On September 25, 2014, the project team held a meeting at CTA to discuss the supplemental identification of historic resources, specifically those that were not examined as part of the 2012 representative sample surveys. At the same time, effects on historic resources within the Red-Purple Bypass Project APE were discussed, soliciting feedback on conceptual mitigation types. The *Proposed Supplemental Eligibility and Draft Effects Report*, along with a CD containing a summary table, maps of the resources, and individual site forms, was mailed to consulting parties on September 8, 2014 in advance of the September 25 eligibility meeting. A full summary of the meeting is provided in **Appendix C**.

As part of this phase of coordination, written comments were received from five consulting parties. A summary of these comments and copies of the individual letters are included in **Appendix C**.

8.5 Resolution of Adverse Effects

The following details the resolution of adverse effects as part of the Section 106 consultation process (Section 8.5.1). Section 8.5.2 discusses local provisions related to historic properties.

8.5.1 Section 106 Resolution of Adverse Effects

FTA and CTA, in consultation with IHPA, determined that there is no reasonable alternative to the proposed project improvements that meets the project purpose and need, and together the agencies developed a Draft MOA to resolve the adverse effects on historic resources (Appendix D-4). FTA and CTA held a meeting with IHPA and consulting parties on March 24, 2015 to obtain additional comments on proposed measures to avoid or minimize harm to historic resources noted above. Based on input from the consulting parties, treatment measures were refined to minimize and mitigate adverse effects. The Draft MOA incorporates the treatment measures and contains stipulations that will be carried out in consultation with all signatories of the document. A copy of the Draft MOA is provided in Appendix D-4. Circulation of the Draft MOA for signature will finalize the MOA and will be done following the public comment period on this EA. The final, signed MOA will be included in the final NEPA decision document.

The existing track structure would be subject to an adverse effect from implementation of the project: it would 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 their historic role in the transit network. This effect cannot be avoided or minimized because the purpose of the project is to modernize the rail line. To mitigate effects, CTA will prepare documentation for the existing track structure to convey its significance in the development of northern Chicago. CTA will also develop an interpretive display to convey the significance of the North Red Line track structure, highlighting the technology and material components associated with the elevated track structure. In addition, 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.

The Vautravers Building, and by extension its contribution to the Newport Avenue Historic District, would be subject to an adverse effect because of the Build Alternative. Designers examined a variety of conceptual design options to avoid affecting the Vautravers Building (e.g., constructing a tunnel, shifting the mainline alignment to the east, or narrowing the cross-section) but each option would result in greater impacts on the community and/or would adversely affect other nearby historic resources. To minimize effects, designers also considered relocating the building to a different lot, salvaging the western portion of the building, or preserving key architectural elements for reuse. Each of the avoidance and minimization options was presented to consulting parties for consideration during the Section 106 process.

Based on a high-level feasibility analysis discussed during the Section 106 consultation on September 25, 2014, it was determined that salvaging only a portion of the Vautravers Building on the west side of the structure would not be a feasible mitigation option. Because approximately three of the six units within the building would be removed to accommodate the alignment as part of the Build Alternative, the remainder of the building would have an awkward shape and

configuration, resulting in compromised functionality. Based on CTA's recent experience with keeping a portion of a historic building, the remaining portion of the structure would be difficult to lease/sell, resulting in no long-term solution for a responsible party to maintain the structure in good condition. IHPA and consulting parties agreed that the other potential mitigation measures under consideration (full relocation or preserving key architectural elements) were more reasonable options for mitigating effects on the building. Provisions are documented in the Draft MOA (**Appendix D-4**) requiring CTA to examine the feasibility of (1) relocating the building to an adjacent lot (the preferred option of CTA) or (2) preserving architectural features if relocation of the building is not determined to be feasible.

8.5.2 Local Landmark and Chicago Historic Resource Survey Properties

The Vautravers Building is listed as a Chicago Landmark contributing to the Newport Avenue Historic District. Any alteration, relocation, or demolition of a Chicago Landmark resource requires that a permit process be completed through the Commission on Chicago Landmarks, in coordination with the City Council. CTA will coordinate, as appropriate, with the Commission on Chicago Landmarks after completion of the NEPA decision document. Documentation will be developed independently of the NEPA process to meet local requirements.

In addition, the Vautravers Building and former Linn Funeral Home are rated "Orange" in the CHRS. Any demolition of the CHRS-rated properties would be subject to the City of Chicago 2003 Demolition-Delay Ordinance, which establishes a 90-day hold period before demolition. CTA will coordinate, as appropriate, with the City of Chicago Historic Preservation Division to satisfy requirements of this ordinance before construction of the project.

Section 9

Conclusions

Within the limits of the APE for the Red-Purple Bypass Project, 167 individual resources were surveyed during 2012-2014. Of these individual structures, eight have been recommended as eligible according to the criteria established for listing on the NRHP. Beyond the individual resources, there is one NRHP-eligible historic district that falls within the APE boundaries: Newport Avenue Historic District, a local landmark.

The proposed Build Alternative for the project includes construction of a bypass north of Belmont and reconstruction of the mainline Red and Purple line track structure as a modern aerial structure. The project would result in adverse effects on three 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.
- The Vautravers Building at 947-949 W. Newport Avenue (a contributing element within the Newport Avenue Historic District and a CHRS Orange rated building), which falls partially within the footprint of the project. Current plans call for the building's demolition to accommodate the reconstructed track structure north of the bypass; however, CTA would coordinate with consulting parties to determine if it is feasible to lessen the impact through mitigation.
- The Newport Avenue Historic District, which is NRHP eligible; one contributing element (the Vautravers Building) would be adversely affected by the Build Alternative.

No further historic resources would be adversely affected by the Build Alternative, although protective measures would be required at some locations to limit construction impacts.

Three CHRS Orange or local landmark resources would be affected by implementation of the Build Alternative:

- The former Linn Funeral Home, identified as CHRS Orange, would be demolished but it has been substantially modified since it was surveyed for the CHRS.
- The Newport Avenue Historic District, a local landmark district, would be affected by the change to the Vautravers Building.
- The Vautravers Building, identified as a contributing element to a local landmark district and a CHRS Orange resource, lies within the footprint of the build alternative and would be affected.

Coordination with appropriate local organizations will be undertaken prior to construction. These processes will be conducted independently of the NEPA process and are not further documented herein.

A Draft MOA outlining historic mitigation commitments was developed for the project and distributed to SHPO and consulting parties for comment. The Draft MOA is included in the NEPA documentation for this project for public input as part of the NEPA process. A final, signed MOA will be issued prior to the publication of the FONSI.

Section 10

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Appendix A

Maps of Surveyed Resources in the Area of Potentially Effect



RPM Eligibility Recommendations

Map Panel: 1 - Red - Purple Bypass

Inset



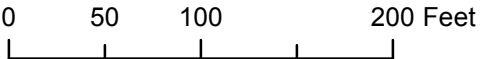
Legend

- 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



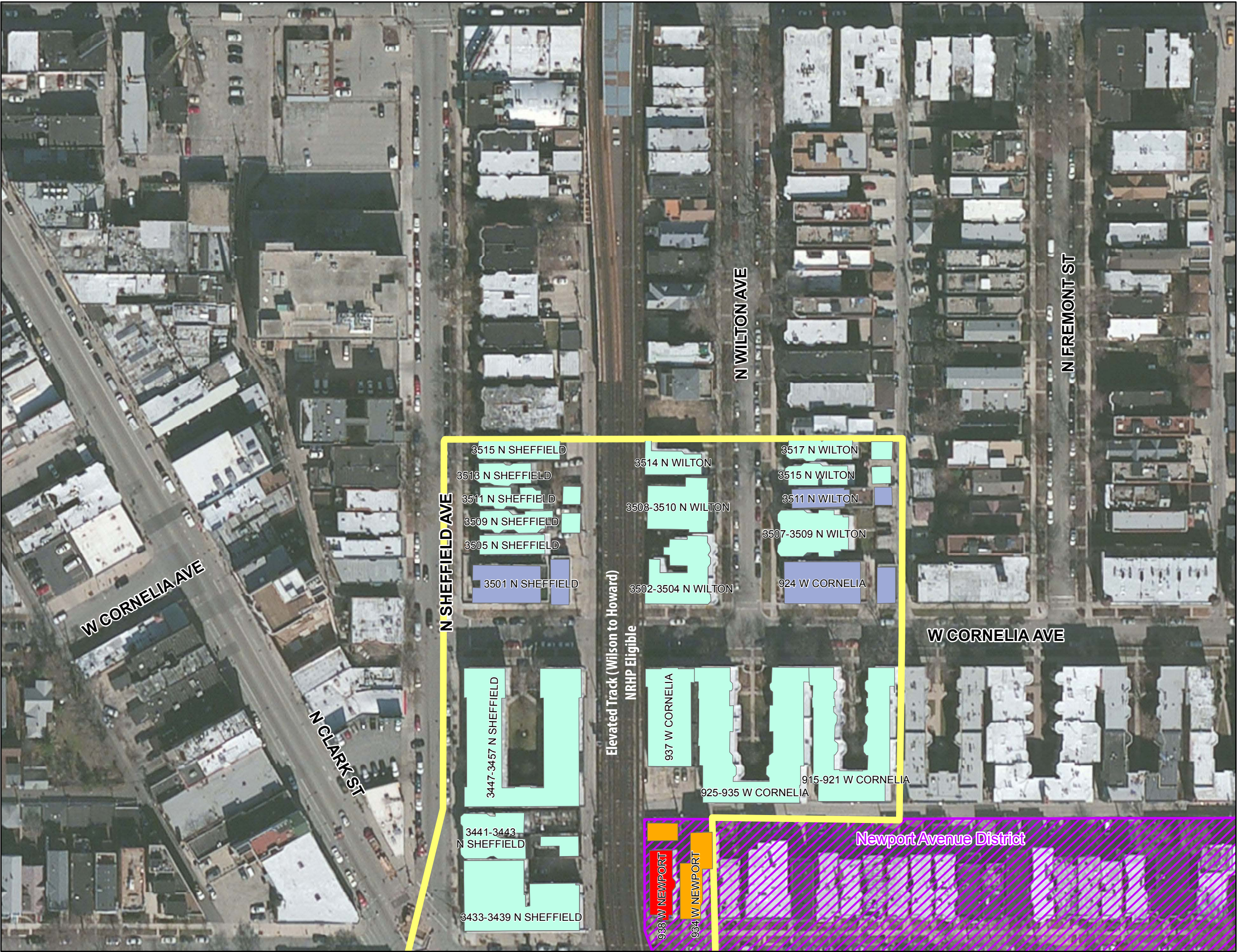
Map Panel: 2 - Red - Purple Bypass

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



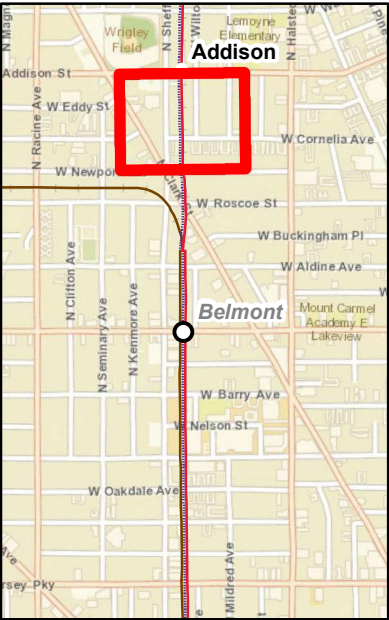
0 50 100 200 Feet



RPM Eligibility Recommendations

Map Panel: 3 - Red - Purple Bypass

Inset



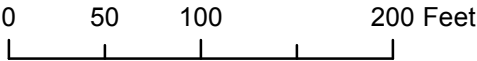
Legend

- 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

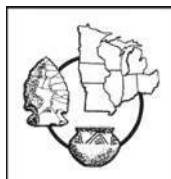


Scale




Appendix B

Inventory Sheets for Surveyed Resources



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Northwestern Elevated Railroad Co.</p> <p>Common/Current: CTA Red Line</p>	<p>Photos with Captions: CTA "L" Track Structure north of Belmont Station.</p> 
<p>Property Address:</p> <p>N/A</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Chicago Transit Authority</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Public</p>	
<p>Date of Construction: 1900</p> <p>Architect's Name: John Alexander Low Waddell</p> <p>Builder/Contractor: Columbia Construction Company (backed by C. T. Yerkes)</p>	
<p>Architectural Style:</p> <p>Steel elevated structure, earthen embankment</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: J. Martinez</p> <p>Date: 23 July 2012</p>	
<p>Property Description:</p> <p>From Belmont Station north to Montrose Avenue, the transit cars traverse a four-track, elevated, steel frame structure with an open wood deck through the RPM Project area. The steel structure is functional in design with little evidence of ornamentation; this portion remains basically unchanged since completed in 1900 with minor upgrades to improve passenger comfort and safety. Between Wilson and Howard stations, the track structure contains four tracks, supported by an earthen embankment with concrete retaining walls. This section has experienced numerous minor rehabilitation and viaduct replacement projects over the past decades. North of Howard Station to the North Shore Channel, the track structure includes two tracks supported by a sloped earthen embankment; some portions include concrete retaining walls as well. Between the North Shore Channel and the Linden terminal, the tracks run at grade.</p> <p>According to the Chicago-L.org website, the Northwestern Elevated Railroad Company began construction of their elevated steel track structure in 1896, originally intending to complete construction between the downtown Loop and the northern terminus at Wilson Avenue by January 1, 1897. However, financial and legal difficulties delayed the</p>	

Stories: 1



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opening until 1900. By 1908, the service was extended further northward to Central Avenue in Evanston; the at-grade tracks of the Chicago, Milwaukee, and St. Paul Railway provided the initial connection. The tracks between Howard Avenue and University Place were soon elevated on an embankment, which was mostly completed by 1910. In 1912, the service was again extended northward, this time to Linden Avenue in Wilmette, the current terminus of CTA's Purple Line. The at-grade portion of the line between Wilson and Howard Stations was raised on an embankment in the 1910s; the construction was completed by 1922. The final portion of the line – University Place to Linden Avenue – was elevated during 1928-1931.

Seen in the southernmost steel portion in the RPM APE, the emerging technology of elevated rail transit used riveted steel plate construction techniques perfected during the construction of the Eiffel Tower in Paris, France. The Northwestern Elevated Railroad Company's 1896-1900 steel structure retains integrity and remains in good condition (based on visual inspection) although suffering the ill effects of deferred maintenance.

Like the National Register of Historic Places eligible Union Elevated Railroad, this southern segment of the Red Line (Belmont to Montrose Avenues) is significant as a good example of the new riveted steel plate technology developed at the turn of the twentieth century (Criterion C). The entire route passing through the RPM APE is recommended as eligible under Criterion A as a key element in the development of the Chicago's North Side.

Structural Survey

Integrity:			Additional Notes/Descriptions
Unaltered	<u>Slight Modification</u>	Major Alteration	
Condition: Excellent Good Poor			Fair condition based solely on visual inspection; evidence of steel corrosion and concrete deterioration
Additional Alterations			
Structure Usage Current: CTA "L" support Historic: CTA "L" support		Exterior Wall Surface Steel, Concrete	
Roof Material NA	Roof Features NA	Roof Type NA	
Ornamental Architectural Details Riveted steel frame and wood decking functional design with little evidence of ornamentation, no detailing on embankment sections			Windows NA
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	<u>Y</u> N	Name: Portion contributing within the Uptown Square Historic District



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Individually Eligible? Yes	<u>A</u> B <u>C</u>	Significance: A: Key element in the development of the north side of Chicago (entire length in RPM APE) C: Good example of the new riveted steel plate technology (Belmont to Montrose Avenues)
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Additional Comments:





Steel structure near Belmont Station



Concrete retaining wall and viaduct

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade (top photo) and southeast corner (bottom photo)
Property Address: 900-908 W. Belmont Ave.	 
HARGIS Number: N/A	
Present Owner and /or Occupant: Chicago Apartment Finders	
Property Use Historic: Mixed-use Current: Mixed-use	
Date of Construction: 1893 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building is located in the Lakeview Neighborhood. It is topped with a flat roof and parapet. The building is clad in rusticated limestone on its first floor and face brick on the second and third stories of its front façade. The front elevation has four window bay pavilions that begin at the second story. The first floor has two entrances with stone surround and eyebrow lintels with dentil molding. Additional detailing includes stone sill and lintel courses, stringcourse, florets, stone signs that read: "Belmont" and cornice. The first floor windows and doors are replacements. The building does not meet the threshold for distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors; storefront alterations
Condition: Excellent <u>Good</u> Poor			
Additional Alterations None			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, stone	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details stone sill and lintel courses, stringcourse, florets, cornice, window bays, and stone signs that read: "Belmont"			Windows Double hung and fixed pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Vinyl-clad shed additions at rear

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade 
Property Address: 916 W. Belmont Ave. Alternate: 914 W. Belmont per Assessor	
HARGIS Number: N/A	
Present Owner and /or Occupant: Realign Chiropractic	
Property Use Historic: Unknown Current: Professional	
Date of Construction: 1915 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two-story commercial building is located in the Lakeview neighborhood. The building is clad in face brick on its façade and is topped with a flat roof and parapet. Stone pilasters divide the façade into four bays. Fixed pane windows and doors are replacements. Contemporary alterations have sufficiently compromised the integrity of the property. The building lacks distinguishing architectural features. As a result, it is not individually eligible for listing on the National Register of Historic Places.	
Stories: 2	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement doors and windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone pilasters and coping			Windows Fixed pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments: Second (rear) building on lot surveyed separately
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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of brick, two-story commercial building.</p> 
<p>Property Address:</p> <p>916 W. Belmont Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1953</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	
<p>Property Description:</p> <p>This two-story, flat-roofed, commercial building in the Lakeview community area is clad with brown brick and is accessed by an alley. The upper story windows of the building fronting the alley (pictured above) have been in-filled with glass blocks while the ground floor has been modified to include a series of overhead fiberglass doors. This building does not possess sufficient integrity or distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p>	

Stories: 2



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 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details			Windows Glass block, fixed-pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

Another building with the same address houses ReAlign Chiropractic and fronts Belmont.



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: South façade of brick, three-story mixed use building.</p> 
<p>Property Address: 928-930 W Belmont Ave</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Clarke's</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Mixed Use</p>	
<p>Date of Construction: 1916</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	
<p>Property Description:</p> <p>This three-story, mixed-use building in the Lakeview neighborhood is clad in white glazed brick and has a flat roof and parapet. The first floor has been altered with new cladding, plate glass display windows, and glass doors. Brick piers rise from the third floor to the roofline and are topped with foliate motifs in green terra cotta. The brickwork at the parapet level appears to be non-original indicating that an original cornice may have been removed. The one-over-one windows appear to be original wood-sash.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not feature sufficient distinguishing architectural features to qualify as individually eligible for National Register listing.</p> <p style="text-align: right;">Stories: 3</p>	



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions New storefront, first floor cladding, cornice removed
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface White glazed brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Terra cotta piers with foliated motifs			Windows Double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: South façade of one-story, commercial building.</p> 
<p>Property Address: 952 W Belmont Ave</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Berlin, Cricket</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1911</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	
<p>Property Description:</p> <p>This one-story flat-roofed commercial building in the Lakeview neighborhood is situated directly west of the CTA Red Line elevated tracks. Its front (Belmont Avenue) elevation has been completely altered with non-original cladding, which appears to be shotcrete, as well as new display windows and doors. The building's east elevation features common brick.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not feature sufficient integrity or distinguishing architectural features to qualify as individually eligible for National Register listing.</p> <p style="text-align: right;">Stories: 1</p>	



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Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Belmont elevation completely altered
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Shotcrete	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Tiles above display window			Windows Fixed-pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 
Property Address: 962-964 W Belmont Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Einstein Bros Bagel Co.	
Property Use Historic: Commercial Current: Commercial	
Date of Construction: 1910 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This one-story commercial building is located in the Lakeview neighborhood. It is topped by a flat roof and clad in a smooth concrete treatment. Modern detailing has been added around the doors, windows and along the roofline. All the windows and the primary entrance door are contemporary replacements. The property lacks distinguishing architectural features and has experienced a loss of architectural integrity due to alterations. The property does not qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 1	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and entry doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Smooth concrete	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details Decorative cornice			Windows Fixed-pane
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: Northeast façade
Property Address: 3262 N. Clark St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Mixed-use Current: Mixed-use	
Date of Construction: 1896 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building is located in the Lakeview neighborhood. It is clad in smooth stone on its first floor and face brick on the upper two stories. Detailing includes the projecting, two-story decorative bay window that begins at the second floor, stone sills and lintels, cornice, decorated frieze band and coping. The first floor storefront configuration has been altered, and the windows and doors are contemporary replacements as are the second and third floor windows. The property has experienced a loss of architectural integrity due to the alterations. The property does not qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations First floor reconfigured			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone, Brick	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details Frieze band, cornice, window bay, stone sills and lintels			Windows Double hung and fixed pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of brick, four-story mixed use building.</p> 
<p>Property Address: 3264-3266 N Clark St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Impressions dental, People Play Games, Chicago Music Exchange, Zero One One</p>	
<p>Property Use</p> <p>Historic: Mixed Use</p> <p>Current: Mixed Use</p>	
<p>Date of Construction: 1889</p> <p>Architect's Name: David Mahaffey</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Queen Anne</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	
<p>Property Description: This four-story Queen Anne style mixed-use building situated at the southwest corner of School and Clark streets in the Lakeview neighborhood has commercial storefronts on the first floor and apartments above. It is clad in buff-colored brick and has a flat roof and parapet. It features its original storefront configuration along Clark Street. The centrally located wood-paneled double-doors along the Clark Street elevation that lead to the upper floor apartments are original and surrounded by rusticated stonework. Both street elevations are distinguished by a series of wood window bay pavilions that rise from floors two through four and feature decorative pressed metal panels in the spandrels with foliate motifs. Other decorative detailing includes a wood cornice with dentil molding and modillions, a frieze band with recessed brick panels, and a round-arched window opening along Clark Street. Windows are one-over-one wood sash.</p> <p>Stories: 4</p> <p>This is an excellent example of a Queen Anne style commercial building from the 1880s with very good integrity and is recommended as individually eligible for National Register listing.</p>	



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Structural Survey

Integrity: <u>Unaltered</u> Slight Modification Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Metal panels, wood cornice with dentil molding and modillions, frieze band with recessed brick panels, arched window			Windows Double-hung, fixed pane
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? Yes	A B <u>C</u>	Significance: Excellent example of a Queen Anne style commercial building from the 1880s with very good integrity.

Additional Comments:



Midwest Archaeological Research Services, Inc.
505 North State Street
Marengo, Illinois 60152
Phone (815) 568-0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of brick, three-story mixed use building.</p> 
<p>Property Address: 3307 N Clark St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Andalous Restaurant</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Mixed Use</p>	
<p>Date of Construction: 1906</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	
<p>Property Description:</p> <p>This three-story flat-roofed mixed-use building in the Lakeview neighborhood has a restaurant on the first floor and apartments above. Its two-bay façade is clad in wood on the first floor and brown brick on the upper two floors. The display windows and glass door leading to the restaurant are non-original. It has an original door with transom opening that provides access to the apartments, although the paneled hollow core door is non-original. It has single, paired, and bowed windows with one-over-one aluminum sash. Decorative detailing includes buff-colored brick quoins flanking the bowed windows and stone lintels, keystone and cornice.</p> <p>This building does not possess sufficient distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	



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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, wood (ground floor façade)	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Brick quoins, bowed windows, stone lintels, keystone, and cornice			Windows Double-hung, fixed-pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: Southwest façade 
Property Address: 3309 N. Clark St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Smoke Shop	
Property Use Historic: Mixed-use Current: Mixed-use	
Date of Construction: 1901 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building features a ground level storefront with apartments above and Queen Anne detailing. It is located in the Lakeview neighborhood and is clad in rusticated limestone on its front façade. Detailing includes the projecting, two-story decorative bay window that begins at the second floor, stone sill and lintel courses, cornice, decorated frieze band, arch above third floor window. The first floor, storefront configuration has been altered, and the windows and doors are non-original. The second and third floor windows are modern replacements. The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop. ¹ A good example of a mixed-use Chicago greystone, it does not meet the threshold for individual listing on the National Register.	

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors, storefront alteration
Condition: Excellent <u>Good</u> Poor			
Additional Alterations None			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone, Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Frieze band, cornice, decorative window bay			Windows Double hung and fixed-pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of brick, two-story mixed use building.</p> 
<p>Property Address: 3311 N Clark St</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Mia Francesca</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Mixed Use</p>	
<p>Date of Construction: 1906</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	
<p>Property Description:</p> <p>This two-story mixed use building in the Lakeview neighborhood has a ground floor clad in what appears to be porcelain enamel, fixed-pane windows that illuminate a restaurant, and two off-center wood-and-glass doors. The second floor is clad in orange-colored brick and has a decorative metal bay. Second floor windows are non-original fixed-panes. Detailing includes decorative brickwork beneath the metal frieze band and cornice.</p> <p>This building does not possess sufficient distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2</p>	



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Metal cornice, porcelain enamel tiles			Windows Bay windows, fixed pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: Southwest façade 
Property Address: 3315 N. Clark St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Bites Asian Tapas	
Property Use Historic: Mixed-use Current: Mixed-use	
Date of Construction: 1901 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	

Property Description:

This three-story mixed-use building features a ground level storefront with apartments above and exhibits Queen Anne detailing. It is located in the Lakeview neighborhood and is clad in rusticated limestone on its front façade. Detailing includes the projecting, two-story decorative bay window that begins at the second floor, stone sill courses, cornice, dentil molding, decorated frieze band, stone sign plate with the letter "M," and coping. The first floor, storefront configuration has been altered, and the windows and doors are non-original.

The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹

A good example of a mixed-use Chicago greystone, it has experienced a loss of architectural integrity due to the alterations. It does not meet the threshold for individual listing on the National Register.

Structural Survey

Stories: 3

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations First floor reconfigured for restaurant use			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Frieze band, dentil molding, cornice, stone insets, decorative window bay			Windows Double hung and fixed-pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
505 North State Street
Marengo, Illinois 60152
Phone (815) 568-0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: North façade of brick, four-story mixed use building.</p> 
<p>Property Address: 911 W. School St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Wrigleyville Chiropractic And Massage</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Mixed Use</p>	
<p>Date of Construction: 1889</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This four-story, flat-roofed mixed-use building in the Lakeview neighborhood has commercial space on the first floor and apartments above. Its two-bay façade is clad in smooth limestone on the first floor and buff colored brick on the upper floors. The display windows and glass door are non-original. It features one-over-one wood-sash windows, some of which arranged in groups of three on the upper floors. Decorative detailing includes a wood cornice with modillions and decorative brickwork in the parapet. This building does not possess sufficient distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 4</p>	



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Structural Survey



Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement display windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Cornice with modillions, decorative brickwork in parapet			Windows Double-hung
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade (upper) and East (lower) elevation  
Property Address: 938 W. School St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Unknown Current: Multi-Residential	
Date of Construction: 1885 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two and half story multi-residential building is located in the Lakeview neighborhood. The frame construction is topped by a front gable roof covered in asphalt shingles. The building is clad in vinyl siding and rests on a continuous, rusticated concrete block foundation. Two small interior brick chimneys adorn the ridgeline. The windows are double-hung, contemporary replacements and the primary entrance doors are also replaced. Substantial alterations have compromised the integrity of the property. The building does not exhibit sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 2.5	

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 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement siding, windows front door and entry steps
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Shingles	Roof Features None	Roof Type Front Gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 
Property Address: 3207 N Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Fases Hair & Skin Care	
Property Use Historic: Commercial Current: Commercial	
Date of Construction: c. 1900 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This one-story commercial building is located in the Lakeview neighborhood. It is topped by a flat roof and clad in a smooth concrete treatment. The storefront configuration has been altered, and the windows and doors are contemporary replacements. The property lacks distinguishing architectural features and has experienced a loss of architectural integrity due to the alterations. The property does not qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 1	

CDM Smith
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 Chicago, IL 60606

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and entry doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Smooth concrete	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details None			Windows Fixed-pane
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade and north elevation 
Property Address: 3211-3213 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Lina's Chicago Kitchen	
Property Use Historic: Unknown Current: Commercial	
Date of Construction: 1965 (per Assessor) Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story commercial building is located in the Lakeview neighborhood. It is topped by a flat roof and curved parapet with stone detailing. The building is clad in face brick on its façade. Window and door openings are symmetrical and intact yet the windows and primary entrance are replacements. Detailing includes stone sill courses, a stringcourse, and coping. Above the third floor windows, a buff colored brick has been used to create a series of panels separated by brick pilasters topped by stone inserts. The property does not exhibit sufficient integrity as a result of contemporary alterations, which include replacement windows and primary entry door. A typical example of a commercial building from its era, the property does not exhibit distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
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Chicago, IL 60606

Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and entry door
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone detailing			Windows Fixed-pane
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: East façade</p> 
<p>Property Address:</p> <p>3215 N. Sheffield Ave.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Leona's Restaurant</p>	
<p>Property Use</p> <p>Historic: Unknown</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1954</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	
<p>Property Description:</p> <p>This one-story commercial building is located in the Lakeview neighborhood. The building is clad in face brick on its façade, which supports a flat roof with stone coping. All the windows and the primary entrance door are contemporary replacements.</p> <p>The property lacks distinguishing architectural features and has experienced a loss of architectural integrity due to alterations. The property does not qualify as individually eligible for listing on the National Register of Historic Places.</p> <p style="text-align: right;">Stories: 1</p>	

CDM Smith
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 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and primary entrance door
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details None			Windows Fixed-pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade 
Property Address: 3223-3227 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Political offices	
Property Use Historic: Commercial Current: Political Offices	
Date of Construction: 1916 (per Assessor) Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This one-story commercial building is located in the Lakeview neighborhood. The roof is flat with a prominent parapet covered in asphalt shingles. The building's façade is mainly comprised of large, fixed-pane windows separated by sections of face brick. All the storefront windows and the primary entrance door are contemporary replacements. Major alterations have compromised the integrity of the property. The property does not exhibit sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 1	

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and entry door; contemporary parapet
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details None			Windows Fixed-pane
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South elevation seen from alley 
Property Address: 3229 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Unknown Current: Vacant	
Date of Construction: circa 1900 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This four-story building is located in the Lakeview neighborhood. Brick-clad walls support a flat roof and parapet. Numerous window and door openings are in filled with brick. The functional windows represent a mix of types, including double-hung wood sash and replacement metal. The building is in poor condition and does not exhibit sufficient integrity due to alterations, which include in filled openings and replacement windows. The building does not meet the threshold of eligibility for listing on the National Register of Historic Places.	
Stories: 4	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions In filled windows and doors, replacement windows
Condition: Excellent Good <u>Poor</u>			
Additional Alterations Windows blocked in			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details None			Windows wooden double-hung
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

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Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: West façade of brick two-story industrial building.</p> 
<p>Property Address: 3233 N Sheffield Ave.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Torstenson Glass Co.</p>	
<p>Property Use</p> <p>Historic: Paint & Glass Warehouse (1905)</p> <p>Current: Industrial</p>	
<p>Date of Construction: 1927</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	
<p>Property Description:</p> <p>This two-story industrial building in the Lakeview neighborhood is clad in polychromatic face brick along its two street elevations and has a flat roof and parapet that is curved above the entrance bay. Brick pilasters delineate the front (Sheffield) elevation into three bays. The first floor mirrored glass and casement windows are non-original and the one-over-one windows on the second floor appear to be aluminum replacements. The centrally located glass front door is non-original. Detailing includes stone sill courses, stringcourse, and coping, as well as square stone inserts on the pilasters to create decorative motifs. This building does not feature sufficient integrity or distinguishing architectural features to qualify as individually eligible for National Register listing.</p> <p style="text-align: right;">Stories: 2</p>	



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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Polychromatic brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Pilasters with concrete detailing			Windows Double-hung, fixed-pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade 
Property Address: 3247 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Torstenson Glass Company	
Property Use Historic: Paint & Glass Warehouse (1905) Current: Industrial	
Date of Construction: 1936 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This one-story building is located in the Lakeview neighborhood. It is clad in face brick on its façade and is topped by a flat roof. All the windows and main entrance door are replaced. Brick pilasters divide the façade into five bays. Detailing includes stone sill courses and coping. Above the windows are a series of concrete panels separated by pilasters with a decorative brick pattern. The property does not exhibit sufficient integrity as a result of alterations, which include replacement windows and its primary entrance door. The building does not exhibit distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 1	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and entry doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details Concrete panels			Windows Fixed-pane
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

Connected with adjacent building at 3233-3235 N. Sheffield Ave.



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of brick, four-story mixed use building.</p> 
<p>Property Address: 3255-57 N Sheffield Ave.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Sheffield Office Suites, Heaven's Morning Cleaners</p>	
<p>Property Use</p> <p>Historic: Commercial (Viking Temple Hall on 2nd floor, 1923 Sanborn)</p> <p>Current: Mixed Use</p>	
<p>Date of Construction: 1910</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	
<p>Property Description:</p> <p>This four-story mixed-use building is situated at the southeast corner of Sheffield and School streets in the Lakeview neighborhood. The two street elevations are clad in face brick and the building has a flat roof, brick parapet perforated with stone railings that emulate a balustrade, and a bracketed stone cornice. The three-bay front (Sheffield) elevation features a central entrance pavilion with non-original plate glass door, sidelights and transom. It has a stone surround and is topped by both a stone hood and balustrade-like decorative railings. The central pavilion also features a stone hood above the third story window and a stone relief panel at the parapet level which depicts a sailboat and other decorative motifs. The corners of the front elevation and its central entrance pavilion feature brick quoins. The first floor storefronts along Sheffield have been altered with new plate glass display windows and glass doors. The building's School Street entrance has a non-original metal door and is topped by a stone hood. The one-over-one windows appear to be non-original aluminum sash.</p> <p style="text-align: right;">Stories: 4</p>	



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This building does not feature sufficient distinguishing architectural features to qualify as individually eligible for National Register listing.

Structural Survey



Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Quoins, bracketed stone cornice, stone relief panel			Windows Double-hung, fixed-pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade of front building (upper); west and north elevations of rear building (lower)
Property Address: 3311 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1891 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This property consists of two buildings. The building that fronts on Sheffield is a two and a half story multi-residential building located in the Lakeview neighborhood. It is a frame building topped by a front gable roof covered in asphalt shingles. The building is clad in vinyl siding which extends down to grade obscuring the foundation. Two interior brick chimneys adorn the ridgeline. The windows are double-hung, contemporary replacements and the primary entrance doors are also replacements. The wood steps leading to the second floor entrance are contemporary. The second building that sits behind the first is also a two and a half story multi-family residence. It is a frame building topped by a front gable roof covered in asphalt shingles. The building is clad in vinyl siding and rests on a continuous brick foundation. One interior brick chimney adorns the ridgeline. The windows are double-hung, contemporary replacements and the primary entrance doors are also replacements. The wood steps leading to the second floor entrance are contemporary. Major alterations have compromised the integrity of these buildings such that they no longer sufficiently convey distinguishing architectural features that would qualify them as individually eligible for listing on the National Register of Historic Places.	

Stories: 2.5

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement siding, windows, doors and entryway steps
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Shingles	Roof Features None	Roof Type Front Gable	
Ornamental Architectural Details None			Windows Contemporary
Outbuildings (<i>Number and Description</i>) Two residential buildings on property			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

New wooden stairs added to access second story front door (both buildings)

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade 
Property Address: 3315 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1896 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two and a half story multi-residential building is located in the Lakeview neighborhood. It is a frame building topped by a front gable roof covered in asphalt shingles. The building is clad in vinyl siding and rests on a continuous brick foundation. A full width porch topped by a hip roof adorns the front façade. Two-thirds has been enclosed. The windows and primary entrance doors are contemporary replacements. A simple wood replacement balustrade is present along the wood steps that lead to the entrances for each unit. Substantial alterations that include replacement siding, windows, door, balustrade and a partial porch enclosure have compromised the integrity of the property. It no longer exhibits sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 2.5	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement siding, windows, doors, and balustrade.
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Shingles	Roof Features None	Roof Type Front Gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Front porch has been partially enclosed.

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3317 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1896 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story multi-residential building located in the Lakeview neighborhood sits on a raised basement clad in rusticated limestone. The roof is flat with a parapet of light colored brick that contrasts the façade. The façade is otherwise clad in face brick. The windows are a variety of double-hung, glass block and fixed-pane. Detailing includes stone sill courses and stone lintel courses. Concrete steps lead up to a primary entrance with sidelights and a transom. A simple metal handrail is present. While largely intact, the property is a typical example of a multi-family residence and does not exhibit sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Top of façade is replacement brick			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone banding, 3 bay windows on front and side			Windows Double-hung, fixed-pane, glass block
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3221 N. Wilton Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Multi-residential	
Date of Construction: 1890 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: Elevated above street level, this two-story multi-residential building is located in the Lakeview neighborhood sits on a raised basement. It is a frame building topped by a front gable roof covered in asphalt shingles. The building is clad in brick on its basement and first floor. The second story is clad in vinyl siding. A projecting window bay pavilion is present on the basement and first floor levels. A half-width porch topped by a flat roof with bracket detailing adorns the front façade. A single metal post supports the porch. A set of replacement metal stairs leads to a single entry door. The windows are double-hung, contemporary replacements. Replacement metal railings and a balustrade are present. Major alterations that include replacement siding, windows, door, balustrade, stair and porch roof supports have sufficiently compromised the integrity of the property. The building does not exhibit sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 2.5	

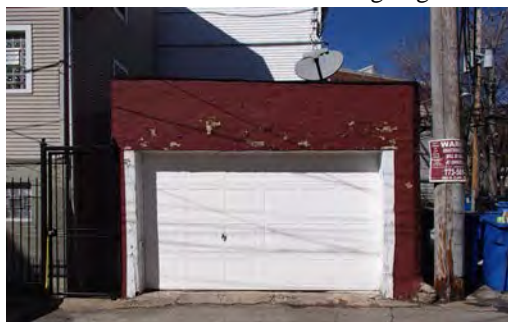
CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and door
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Replacement siding, replacement door			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding, brick	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details Bracket detailing on porch roof, window bay first floor			Windows Double-hung, fixed-pane
Outbuildings (<i>Number and Description</i>) Brick garage topped by a flat roof.			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments: Photo of garage at rear





Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of frame multi-family residence.</p> 
<p>Property Address: 3223 N. Wilton Ave</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Multi-family residence</p>	
<p>Date of Construction: 1893</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 21 August 2012</p>	<p>Property Description:</p> <p>This two-and-a-half-story frame multi-family residence in the Lakeview neighborhood is situated on a raised basement. It is clad in synthetic siding and has a front-gabled roof with overhanging eaves and aluminum soffits. The two wood-paneled front doors appear original and are topped by a pedimented hood. The wood front steps and railings are non-original as are the one-over-one aluminum-sash windows.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess sufficient distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2.5</p>



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows, aluminum soffit, and siding
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Asphalt	Roof Features None	Roof Type Gable	
Ornamental Architectural Details Pedimented hood above entrance			Windows Double-hung
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3225 N. Wilton Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Multi-residential	
Date of Construction: 1893 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story multi-residential building located in the Lakeview neighborhood sits on a raised basement. The building is clad in rusticated limestone on its façade and is topped by a flat roof with a parapet. A full-height, projecting window bay is present. The building features a flat-roofed frame front porch supported by replacement metal posts, an iron balustrade, and railings. Sill courses, a cornice with dentil molding, and coping appear original. The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop. ¹ The property does not exhibit sufficient integrity due to alterations and, as a typical example of a Chicago greystone, it does not exhibit distinguishing architectural features. It does not meet the threshold for individual listing on the National Register.	
Stories: 3	

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows, replacement porch supports and railing
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Replacement porch supports			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone, brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Sill courses, cornice with dentil molding, and coping			Windows Double-hung, fixed-pane, glass block
Outbuildings (<i>Number and Description</i>) A vinyl-clad, multi-residential building located at the rear of the property is topped by a side gable roof covered in asphalt shingles.			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments: Photo of multi-residential unit at rear
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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606



CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade 
Property Address: 3229 N. Wilton Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Multi-residential	
Date of Construction: 1890 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: Elevated slightly above street level, this two-story multi-residential building is located in the Lakeview neighborhood and sits on a raised basement clad in brick. It is a frame building topped by a front gable roof covered in asphalt shingles. The building is clad in vinyl siding. An entryway porch adorns the front façade. It is topped by a shed roof that is supported by replacement wood posts. Wood stairs lead up to the wood landing in front of the single entry door. Wood railings and balustrade are present. The windows are double-hung, contemporary replacements. Major alterations have substantially compromised the integrity of the property, which include replacement siding, windows, door, balustrade, stair and porch roof supports. The property does not exhibit sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 2	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows, doors, balustrade, stair, and porch roof supports
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Replacement siding			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Brick garage topped with a flat roof.			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments: Photo of garage at rear





Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of frame multi-family residence.</p> 
<p>Property Address: 3233 N Wilton Ave</p>	
<p>HAARGIS Number: Not on database</p>	
<p>Present Owner and/or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Multi-family residence</p>	
<p>Date of Construction: 1891</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This two-and-a-half-story, frame, multi-family residence in the Lakeview neighborhood is situated on a high raised brick-clad basement that houses a garden apartment accessed by a hollow core door tucked beneath the front steps. The upper floors are clad with synthetic siding. It has a flat-roofed window bay pavilion that rises to the second story level and a front-gabled roof with overhanging eaves and modillions. The two wood-paneled front doors with transoms and wood casing are original. The wood front steps and railings and the wood balcony above the entrance are non-original. The one-over-one windows appear to be original wood-sash. This building does not possess sufficient integrity or distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2.5</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement siding
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Porch/Balcony			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, vinyl	
Roof Material Asphalt	Roof Features None	Roof Type Gable	
Ornamental Architectural Details Modillions			Windows Double-hung
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3235 N. Wilton Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Multi-residential	
Date of Construction: 1889 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two-story multi-residential building is located in the Lakeview neighborhood and sits on a raised basement. It is a frame building topped by a front gable roof covered in asphalt shingles. The building is clad in vinyl siding on two of its elevations. The remaining façades still retain their weatherboard siding. An entryway porch topped by a gable roof and supported by replacement wood posts adorns the front façade. New wood stairs lead up to the wood landing in front of the two single entry doors. The windows are double-hung, contemporary replacements. Metal railings and a balustrade are present. The property does not exhibit sufficient integrity due to multiple contemporary alterations. The building does not convey distinguishing architectural features that would qualify it as individually eligible for listing on the National Register of Historic Places.	
Stories: 2	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations Replacement siding, new steps and porch			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding, wood	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Frame garage topped by a gable roof.			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments: Photo of garage at rear



CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3239 N. Wilton Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Multi-residential	
Date of Construction: 1896 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two-story multi-residential building is located in the Lakeview neighborhood. It is a frame building topped by a front gable roof covered in asphalt shingles. The building is clad in vinyl siding which extends down to grade. The windows are 1/1 double-hung wood sash with storm windows. Wood stairs lead up to the second floor entrance. A three story addition is present on the rear façade. Major alterations have sufficiently compromised the integrity of the property such that it no longer conveys distinguishing architectural features. It does not meet the threshold for individual listing on the National Register of Historic Places.	
Stories: 2	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement siding, doors, entrance stairway, and a large rear addition
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Replacement siding			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Brick garage topped with a flat roof.			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments: Photo of garage at rear





Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of two-flat residential building.</p> 
<p>Property Address:</p> <p>3240 N Wilton Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Flat</p>	
<p>Date of Construction: 1911</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 12 July 2012</p>	
<p>Property Description:</p> <p>Stories: 2</p> <p>This Lakeview Neighborhood residence is noted as a “dwelling” on the 1905 Sanborn map rather than as a “flat.” Perhaps it was built as a single family home that was converted later into a 2-flat as noted in the Cook County Assessor’s records.</p> <p>This two-story, two-flat residential building in the Lakeview neighborhood has flat roof with parapet. The front façade is clad in face brick and features projecting window bays, double-hung windows, a concrete sill course (first floor), and concrete sills (second floor). A smooth concrete frieze band at the parapet level may have replaced an earlier cornice. The current porch with wood posts is non-original. Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess any distinguishing architectural features and as a result, is not individually eligible for listing on the National Register.</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Modern replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Unsympathetic porch rail using Dog-Eared fence panels and 4" x 4" treated posts			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick with stone details	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Bay windows, concrete sills and sill course			Windows Double hung and plate glass
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of multi-family residence.</p> 
<p>Property Address:</p> <p>3242 N Wilton Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Multi-family residence</p>	
<p>Date of Construction: 1898</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular Gable Front</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 12 July 2012</p>	
<p>Property Description:</p> <p>This two-and-a-half-story frame residence in the Lakeview Neighborhood has a gabled roof, double-hung windows and a shed-roofed porch with wood posts. Alternations include the installation of synthetic siding to the front façade, new windows, and a non-original front porch. The first floor has been altered to accommodate a second front door when this building was converted to a multi-family residence. Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess any distinguishing architectural features and has experienced a significant loss of architectural integrity. As a result, it is not individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2.5</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement siding, windows, front doors, and porch
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Newer porch and support posts on building			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl (2 nd , 3 rd story), wood siding (1 st story)	
Roof Material Asphalt	Roof Features None	Roof Type Gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of residence.</p> 
<p>Property Address:</p> <p>3244 N. Wilton Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Flat</p> <p>Current: Flat</p>	
<p>Date of Construction: 1891</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Too heavily modified to determine</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 12 July 2012</p>	
<p>Property Description:</p> <p>This three-and-a-half-story frame residence in the Lakeview Neighborhood has a gabled roof, projecting bay windows on the second and third story levels, and a front façade covered with synthetic siding. Original windows and front door have been replaced. A two-story, flat-roofed addition has been added to the front of the building. This residence has been altered beyond recognition, resulting in a loss of historic integrity. The building lacks any distinguishing architectural features. As a result, it is not individually eligible for listing on the National Register.</p>	

Stories: 3+



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Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows, front door, synthetic siding
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Two-story flat-roofed addition added to front facade			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl	
Roof Material Asphalt	Roof Features None	Roof Type Gable	
Ornamental Architectural Details Bay windows			Windows Modern, double-hung and fixed-pane
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No.	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of gable-roofed single-family residence.</p> 
<p>Property Address:</p> <p>3246 N Wilton Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Single family residence</p>	
<p>Date of Construction: 1888</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Folk Victorian</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 12 July 2012</p>	
<p>Property Description:</p> <p>This two-and-a-half-story single-family frame residence in the Lakeview Neighborhood has a gabled roof with bracketed eaves and dentil molding. The porch features what appear to be original pipe railings. Alterations include the installation of vinyl siding, a modern bay window on the first floor, and a projecting entrance to the garden apartment.</p> <p>Aside from the bracketed eaves, this residence lacks distinguishing architectural features and has experienced a loss of architectural integrity. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. As a result, it is not individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2+</p>	



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 Phone (815) 568- 0680

Structural Survey



Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement siding and windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl	
Roof Material Asphalt	Roof Features None	Roof Type Gable	
Ornamental Architectural Details Dentils and brackets under eaves, porch roof features triangular pediment.			Windows
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade (top photo) and south elevation (bottom photo)	
Property Address: 3317-3323 N. Clark St. Alternate: 867 W. Buckingham Pl.		
HARGIS Number: N/A		
Present Owner and/or Occupant: Various		
Property Use Historic: Mixed-use Theater Current: Mixed-use		
Date of Construction: 1913 Architect's Name: Sidney Lovell Builder/Contractor: Unknown		
Architectural Style: Vernacular		
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014		
Property Description: This two-story mixed-use building features ground level storefronts with apartments above and is clad in face brick. It is located in the Lakeview neighborhood. The first floor, storefront configuration has been altered, and its windows, doors and portions of brick walls are contemporary replacements. The second story has brick pilasters that divide the façade into nine bays. The central bay contains three windows, the middle window flanked by ionic columns. The remaining eight bays each contain a single window with terra cotta window surrounds. Detailing includes decorative terra cotta panels beneath each window with a “B” and floral designs, stepped parapet with coping, dentil molding, and sign plate with lettering that says: “BVCKINGHAM BVILDING.” An addition to the southwest has added condominium uses and a third story to the property. The property lacks distinguishing architectural features and has experienced a loss of architectural integrity due to the alterations. The property does not qualify as individually eligible for listing on the National Register of Historic Places.		Stories: 2

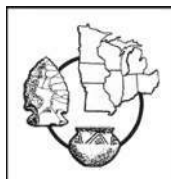
CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations First floor had been reconfigured, additional stories added by the construction of condominiums.			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Pilasters, sign plates, coping, ionic columns, dentil molding			Windows Double hung, fixed pane
Outbuildings (<i>Number and Description</i>) None			



Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

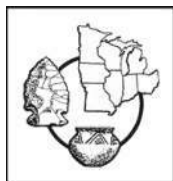
Additional Comments:
 Former Buckingham Theatre



Midwest Archaeological Research Services, Inc.
 505 North State Street
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 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of apartment/commercial building fronting Clark (top), alley view of outbuilding (bottom).</p>
<p>Property Address: 3324 N. Clark St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Commercial/multi-family residential</p> <p>Current: Commercial/multi-family residential</p>	
<p>Date of Construction: 1889</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Queen Anne</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	
<p>Property Description:</p> <p>This four-story multi-use building in the Lakeview neighborhood has a commercial storefront and apartments above, with one living unit per floor. The front elevation of this flat-roofed building with parapet is clad in face brick and has slightly projecting bay windows on the three upper floors. Decorative detailing includes flat concrete arches with keystones above the second story windows, quoins, and concrete sills. The ground floor has two arched entrances, one each leading to the storefront and flats above. The building has experienced storefront alterations and the removal of its original cornice. The ground floor openings of the former carriage house have been in-filled with brick and the building appears to have been converted for residential use.</p> <p>Neither building possesses sufficient distinguishing architectural features to qualify as individually eligible for National Register listing.</p> <p style="text-align: right;">Stories: 4</p>	



Midwest Archaeological Research Services, Inc.
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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Alterations to storefronts, removal of cornice
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			Alterations to carriage house
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick with stone details	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone quoins, bay windows, keystones, lintels and sills, belt course, and banding, hoods above entrances (apartment/commercial bldg. on Clark)			Windows Original on Clark St. bldg.
Outbuildings (Number and Description) Two-story brick outbuilding (former garage/carriage house) has a bricked over garage door entrance and flat roof. Windows have been replaced and structure has been converted for residential use.			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: Northeast façade</p> 
<p>Property Address:</p> <p>3326 N. Clark St.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Smoke Zone</p>	
<p>Property Use</p> <p>Historic: Mixed-use</p> <p>Current: Mixed-use</p>	
<p>Date of Construction: 1913</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	
<p>Property Description:</p> <p>This three-story mixed-use building features a ground level storefront with apartments above. It is located in the Lakeview neighborhood and is clad in smooth limestone on its front façade. Detailing includes bowed windows on the second and third floors, stone sill and lintel courses, bracketing, cornice with dentil molding and stone railing and balustrade atop a portion of the roofline. The first floor storefront has been altered, and the windows and doors are contemporary replacements.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>The property lacks distinguishing architectural features and has experienced a loss of architectural integrity due to the alterations. It does not meet the threshold for individual listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations First floor reconfigured with full-height windows			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone, brick	
Roof Material Unknown	Roof Features Stone Railing & Balustrade	Roof Type Flat	
Ornamental Architectural Details Dentil molding, stone bracketing, sill and lintel courses			Windows Double hung
Outbuildings (<i>Number and Description</i>) None			



Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
505 North State Street
Marengo, Illinois 60152
Phone (815) 568-0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of commercial building (top), outbuilding or apartment building (bottom).</p>
<p>Property Address: 3328 N. Clark St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Cigar Factory (1905 Sanborn)</p> <p>Current: Apartment building</p>	
<p>Date of Construction: 1875</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Unknown</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	
<p>Property Description:</p> <p>This four-story mixed-use building in the Lakeview neighborhood has a commercial storefront on the first floor and apartments above. It has been altered beyond recognition with a new storefront, synthetic siding, new windows, and a gabled roof. John Dillinger's "Lady In Red" Anna Sage (Ana Cumpănaș) lived in this building in 1933, prior to her infamous identification of Dillinger to the FBI outside the Biograph Theater on July 22, 1934. The association is not strong enough to warrant the building as National Register eligible under Criterion B.</p> <p>A four-story flat-roofed building with ground floor garage and apartments above is situated on the rear portion of this site. This building, a former cigar factory (1905) is clad in common brick and its front (east) façade cannot be seen from the public right-of-way. Neither building possesses sufficient distinguishing architectural features to qualify as individually eligible for National Register listing.</p> <p style="text-align: right;">Stories: 4</p>	



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 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions
Condition: Excellent <u>Good</u> Poor			
Additional Alterations Storefront, siding, gable roof, windows			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick (side and rear elevations) Synthetic siding (front elevation)	
Roof Material Unknown	Roof Features None	Roof Type Flat and Gable	
Ornamental Architectural Details			Windows Replaced
Outbuildings (Number and Description) Free standing 4-story brick apartment building with garage on alley side. Significant gap between commercial/multi-family building on Clark St. and the 3-story apartment building.			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

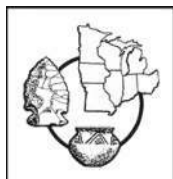
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 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of commercial building.</p> 
<p>Property Address:</p> <p>3330-3332 N. Clark St.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Samah, Roadhouse, Thai Classic</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1908</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular Modern Broad-Front</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	
<p>Property Description:</p> <p>The one-story flat-roofed commercial building in the Lakeview neighborhood features three storefronts with what appears to be non-original display windows and entrance doors. Above the storefronts (in the frieze and along the cornice), the front façade is clad in white terra cotta and ornamental tiles.</p> <p>The building does not possess any distinguishing architectural features and has experienced a loss of architectural integrity. Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. As a result, it does not merit individual listing on the National Register.</p> <p style="text-align: right;">Stories: 1</p>	



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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Non-original storefront windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Terra cotta tiles (front), common brick (side), green glazed bricks below display windows	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Terra cotta tiles in frieze surrounded by terra cotta blocks; ornamental terra cotta along cornice.			Windows
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: Southwest façade 
Property Address: 3333 N. Clark St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: El Jardin Restaurant	
Property Use Historic: Unknown Current: Commercial	
Date of Construction: 1903 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This one-story commercial building is located in the Lakeview neighborhood. It is topped by a flat roof and clad in a stucco treatment. A matching stucco wall with brick detailing encloses the patio area in front of the restaurant. This building does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.	
Stories: 1	

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stucco	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details None			Windows Fixed pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: Street façade of commercial building.</p> 
<p>Property Address: 3334-3338 N. Clark St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Gordon Salon & Spa, Cassava</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1903</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Beaux Arts</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	
<p>Property Description:</p> <p>This three-story flat-roofed commercial building in the Lakeview neighborhood features a terra cotta-clad front façade above a series of glass storefronts with recessed entrances. It has a flat roof with parapet featuring a centrally located stepped arch. Classical decorative detailing includes shields (third floor) and a bracketed cornice. All of the original second and third floor windows have been replaced with fixed-pane windows.</p> <p>This building does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Original 2nd and 3rd floor windows replaced with fixed-pane
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Terra cotta tiles, painted brick (front), common brick (side), green glazed bricks near sidewalk	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Pediment on parapet, terrace cotta tiles including shields and floral designs			Windows Display windows with transoms; fixed pane (upper floors)
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: Southwest façade and southeast elevation
Property Address: 3335 N. Clark St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: El Jardin Restaurant	
Property Use Historic: Mixed-use Current: Mixed-use	
Date of Construction: 1901 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building is located in the Lakeview neighborhood. It features a ground level storefront with apartments located on the upper two floors. Façade walls clad in face brick support a flat roof with parapet. A projecting window bay is present on the second and third floors. Ornamental detailing includes rusticated stone sill and lintel courses. The original frieze band and cornice have been removed. The first floor, store-front configuration has been altered, and the windows and doors are contemporary replacements. The property lacks distinguishing architectural features and has experienced a loss of architectural integrity due to the alterations. The property does not qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations First floor reconfigured for restaurant use			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Window bay, stone lintel and sill courses			Windows Double hung and fixed-pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: Southwest façade 
Property Address: 3339 N. Clark St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: El Jardin Restaurant	
Property Use Historic: Mixed-use Current: Mixed-use	
Date of Construction: 1901 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Queen Anne	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building features a ground level storefront with apartments above. It is located in the Lakeview neighborhood. Detailing includes a projecting, two-story decorative bay window that begins at the second floor, rusticated stone sill and lintel courses, cornice, decorated frieze band and coping. The first floor, storefront configuration has been altered, and the windows and doors are contemporary replacements as are the second and third floor windows. The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop. ¹ The property lacks distinguishing architectural features and has experienced a loss of architectural integrity due to the alterations. It does not qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations First floor reconfigured for restaurant use			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone, stucco	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Decorative frieze band, cornice, detailing on window bay			Windows Double hung, fixed-pane
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: Southwest façade 
Property Address: 3341-3343 N. Clark St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Bldg & Birds	
Property Use Historic: Unknown Current: Multi-use	
Date of Construction: 1903 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This four-story mixed-use building is located in the Lakeview neighborhood. The roof is flat with a parapet. The facade is clad in face brick, which is also extant on the fourth floor side elevations. Contemporary wood siding is applied to the first floor. Windows are a variety of metal casements and fixed-pane, some of which have applied railings. Detailing includes stone sills and lintels and horizontal stone banding. Major alterations have sufficiently comprised the integrity of the property such that it no longer conveys distinguishing architectural features. The building does not qualify as individually eligible for listing on the National Register of Historic Places.	

Stories: 4

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Storefront alteration
Condition: Excellent <u>Good</u> Poor			
Additional Alterations First floor altered with wood siding			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sills and lintels, horizontal banding			Windows Casement, fixed-pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of commercial and residential mixed use building.</p> 
<p>Property Address:</p> <p>3345 N Clark St</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>P.S. Bangkok Thai Cuisine</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Mixed Use</p>	
<p>Date of Construction: 1911</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This three-story, flat-roofed, mixed-use building in the Lakeview neighborhood has a restaurant on the first floor and apartments above. Its façade is clad in wood on the first floor and buff-colored brick on the upper two floors. The display windows and glass doors leading to the restaurant and apartments are non-original. The exterior entrance vestibule has original ceramic tile flooring and a tin ceiling. The two upper floors have centrally located bays with windows arranged in groups of three. The one-over-one aluminum-sash and fixed-pane windows are non-original, as is the brickwork on the parapet level. Decorative detailing includes brick pilasters with foliate capitals in stone and a rectangular stone panel with foliate motifs in the spandrel between the second and third floors.</p> <p>This building does not possess sufficient integrity or distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	



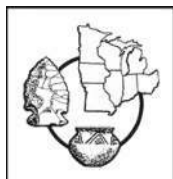
Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, wood (ground floor façade)	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Recessed panels, brick piers topped by foliated capitals			Windows Double-hung, fixed-pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of commercial building.</p>
<p>Property Address: 3346-3348 N. Clark St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Bolat African Cuisine</p>	
<p>Property Use</p> <p>Historic: Commercial & Apartment</p> <p>Current: Commercial & Apartment</p>	
<p>Date of Construction: 1906</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular Brick-Front</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	<p>Property Description:</p> <p>The two-story, brick commercial building is situated within the Lakeview neighborhood immediately south of the Red Line elevated tracks. Decorative details include brick corbelling along the cornice line, probable stone lintels and sills, and a central terra cotta medallion. Awnings and other materials obscure examination of the windows on the ground floor; however, the second floor windows appear to have been replaced.</p> <p>This building does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2</p>



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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Windows on second floor replaced
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, stone lintels and sills?	Painted over, hard to verify if the material is stone.
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Multi-colored terra cotta medallion, metal pilasters, corbelling			Windows Modern
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: Southwest façade 
Property Address: 3347 N. Clark St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Unknown Current: Multi-use	
Date of Construction: 1902 (per Assessor) Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This four-story, flat-roofed, mixed-use building is located in the Lakeview neighborhood. It is topped with a flat roof and parapet with coping. The façade is clad in a red face brick on the first floor and a combination of red and buff-colored brick on the upper three floors. The in-filled storefront, containing windows and a primary entrance, are contemporary replacements. Stone pilasters punctuate the corners of the first floor and an entablature separates the first and second floors. The first three floors have brick sill courses. A recessed brick panel is located between the second and third floors. Detailing appears removed on the fourth floor. Major alterations have sufficiently compromised the integrity of the property. In addition, it does not meet the threshold for distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.	
Stories: 4	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows, in-filled storefront, missing ornamentation
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Coping, stone pilasters, entablature and brick sill courses			Windows Sliding and fixed-pane
Outbuildings (<i>Number and Description</i>) None			



Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

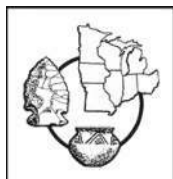
Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: North façade of commercial building (above) and the building's entrance on west side of building (below).</p>
<p>Property Address: 3365-3369 N. Clark St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Houndstooth Saloon</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1898</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Queen Anne</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p>	
<p>Photo By: Steve Katz</p>	
<p>Date: 24 July 2012</p>	<p>Stories: 2</p> <p>Property Description: This two-story, buff-colored brick building is situated at the southeast corner of Clark and Roscoe streets in the Lakeview Neighborhood. The building features Queen Anne style massing with its rounded corner bays, and both Classical and Romanesque detailing. The northwest corner of the building has a recessed entrance and a projecting corner bay supported by a robust column with foliate capital. The Clark Street elevation has ground floor display windows and a centrally located entrance that provides access to the second floor apartments. This entrance features original wood-and-glass double doors topped by a semicircular transom and a Classical surround with fluted Ionic pilasters and a cornice with modillions. The second floor has double-hung wood-sash windows. Other decorative detailing includes quoins, stringcourses in copper and stone, and a copper cornice with small lion head motifs.</p> <p>This building appears to be one of the most eclectic of the commercial buildings along the Clark Street thoroughfare between Belmont and Addison, featuring a lively mix of stylistic influences typical of the late 19th and early 20th centuries, including the Queen Anne, Classical Revival, and Romanesque. Its location on a corner site makes it a prominent visual landmark and it appears to be intact in terms of its original materials and detailing. The building is recommended as individually eligible for inclusion on the National Register.</p>



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement display windows and corner entrance door
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Rounded corner bays, Romanesque column with foliate capital, Classical Clark Street entrance surround with fluted Ionic pilasters, copper cornice, quoins			Windows Double-hung, fixed-pane
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? Yes	A B <u>C</u>	Significance: Eclectic commercial building featuring a mix of stylistic influences typical of the late 19th and early 20th centuries

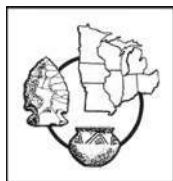
Additional Comments: CHRS coded orange: property possesses some architectural feature or historical association that made it potentially significant in the context of the surrounding community.



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Lee's Bakery</p>	<p>Photos with Captions: East façade of commercial building (in two sections due to L blocking the shot).</p> 
<p>Property Address:</p> <p>3366 N. Clark St.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Vacant</p>	
<p>Property Use</p> <p>Historic: Bake Shop (1905)</p> <p>Current: Commercial & Apartment</p>	
<p>Date of Construction: 1891</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Queen Anne</p>	<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>
<p>Property Description:</p> <p>This three-story multi-use building features a ground level storefront with apartments above. Located in the Lakeview neighborhood, it is stands between the brown and red line elevated tracks. Queen Anne detailing includes the projecting, two-story decorative bay window that begins at the second floor and is topped by a gable with floral design. Other decorative detailing includes rusticated stone sill and lintel courses. The original frieze band and cornice have been removed. The configuration of the storefront and recessed doorways with transoms appear to be original.</p> <p>This building does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows but the entrance may be unaltered.
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick with stone banding, concrete block near roof	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Two-story window bay topped by gable with floral design, rusticated stone sill and lintel courses			Windows Modern aluminum storms
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

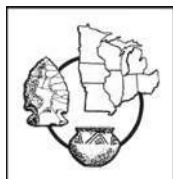
Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of commercial block.</p>		
<p>Property Address: 3401-3405 N. Clark St.</p>			
<p>HAARGIS Number: Not in database</p>			
<p>Present Owner and /or Occupant: El Jardin Café, Fiesta Cantina</p>			
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>			
<p>Date of Construction: 1889</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>			
<p>Architectural Style: Classical Revival</p>			
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>			
<table border="0" style="width: 100%;"> <tr> <td style="width: 70%; vertical-align: top;"> <p>Property Description:</p> <p>The two-story commercial building at the northeast of Clark and Roscoe in the Lakeview Neighborhood backs up to the elevated tracks. The stone-clad building has a series of storefronts and is topped by a flat roof with parapet that features a central gable and flanking segmental arches. Classical Revival detailing includes Ionic pilasters, decorative shields and projecting cornice. Storefronts and second floor windows are non-original. Some display windows have been in-filled with brick.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess sufficient architectural features or integrity to warrant individual listing on the National Register.</p> </td> <td style="width: 30%; vertical-align: top; text-align: right;"> <p>Stories: 2</p> </td> </tr> </table>		<p>Property Description:</p> <p>The two-story commercial building at the northeast of Clark and Roscoe in the Lakeview Neighborhood backs up to the elevated tracks. The stone-clad building has a series of storefronts and is topped by a flat roof with parapet that features a central gable and flanking segmental arches. Classical Revival detailing includes Ionic pilasters, decorative shields and projecting cornice. Storefronts and second floor windows are non-original. Some display windows have been in-filled with brick.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess sufficient architectural features or integrity to warrant individual listing on the National Register.</p>	<p>Stories: 2</p>
<p>Property Description:</p> <p>The two-story commercial building at the northeast of Clark and Roscoe in the Lakeview Neighborhood backs up to the elevated tracks. The stone-clad building has a series of storefronts and is topped by a flat roof with parapet that features a central gable and flanking segmental arches. Classical Revival detailing includes Ionic pilasters, decorative shields and projecting cornice. Storefronts and second floor windows are non-original. Some display windows have been in-filled with brick.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess sufficient architectural features or integrity to warrant individual listing on the National Register.</p>	<p>Stories: 2</p>		



Midwest Archaeological Research Services, Inc.
 505 North State Street
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 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Modern plate glass windows (2nd fl), brick in place display windows (1st fl)
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Awnings, electric signage			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone, some display windows in-filled with brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Pilasters with Ionic capitals, elaborate cornice, triangular and semi-circular pediments on parapet			Windows
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: South and east façades of commercial building.</p> 
<p>Property Address:</p> <p>3404 N Clark St.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Rookies</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1898</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	
<p>Property Description:</p> <p>This one-story, flat-roofed commercial building in the Lakeview neighborhood has an entrance at the northwest corner of Roscoe and Clark. The building is clad in brick and both of its street elevations feature a brick frieze band with recessed panels. This building does not possess any distinguishing architectural features to qualify it as individually eligible for National Register listing.</p> <p style="text-align: right;">Stories: 1</p>	



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Structural Survey

Integrity: <u>Unaltered</u> Slight Modification Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Recessed panels along cornice			Windows Multi-pane, single pane—perhaps original
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

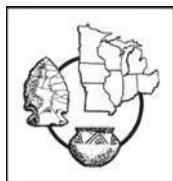
Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façades of commercial block.</p>
<p>Property Address: 3408 N Clark St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Al's Beef, Pick Me Up</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1921</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Modernistic</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	
<p>Property Description:</p> <p>The one-story, brick-clad commercial block in the Lakeview Neighborhood has a flat roof and stepped parapet with terra cotta coping. Decorative detailing includes Sullivanesque terra cotta motifs. A number of the storefronts have been in-filled with brick and the current storefront is non-original.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess sufficient distinguishing architectural features or integrity and is therefore not individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 1</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Some storefronts have been in-filled with brick
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Terra cotta medallions below stepped part of parapet and on parapet			Windows Plate glass
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of commercial building.</p> 
<p>Property Address:</p> <p>3413 N. Clark St</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Beggars Pizza</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial & Apartment</p>	
<p>Date of Construction: 1896</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Folk Victorian</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	<p>Property Description:</p> <p>This three-story multi-use building in the Lakeview neighborhood has a ground level storefront and apartments above. The front façade is clad in face brick above the ground floor. The flat-roofed building has a parapet and two-story projecting window bay that begins at the second floor level. Decorative detailing includes concrete sill and lintel courses and a floral design in the metal frieze band. The storefront level has been altered beyond recognition with new windows, cladding, and doors. The building's upper floor fixed-pane windows are non-original.</p> <p>This building is situated within an area along North Clark Street defined as a potential historic district and would be contributing.</p> <p>Stories: 3</p>



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Non-original storefront and some replacement windows in the bay
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick with stone details	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Bay windows on 2 nd and 3 rd stories, metal cornice with floral swags, stone banding, corbelled panels.			Windows Modern
Outbuildings (Number and Description) None			



Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Linn Brothers Funeral Directors (3415-3419 N. Clark)</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: Street façade of commercial building (HAARGIS, top; current, below).</p>
<p>Property Address: 3415 N. Clark St.</p>	
<p>HAARGIS Number: 126455</p>	
<p>Present Owner and /or Occupant: Beer on Clark</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1901</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Commercial vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	<p>Property Description: A comparison between the late 1970s HAARGIS photo with a current photo of this one-story flat-roofed building shows that it has been severely altered since that time. The current look has been altered with the application of barn wood, alcohol crates, and corrugated sheet metal resulting in a Folk Art look for the building. The drastic changes evidently took place following the completion of the CHRS in the 1980s, which identified this former funeral home as significant.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess any distinguishing architectural features and has experienced a significant loss of architectural integrity. As a result, it does not merit individual listing on the National Register. The building falls within the area along North Clark Street defined as a potential historic district; however, it does not retain enough integrity to qualify as a contributing resource.</p> <p>Stories: 1</p>



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Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions application of barn wood, alcohol crates, and corrugated sheet metal to facade
Condition: Excellent Good <u>Poor</u>			
Additional Alterations Windows replaced, entrance recessed, among other major changes			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Wood siding, aluminum panels on roof	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details			Windows Modern replacements
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CHRS coded orange: property possesses some architectural feature or historical association that made it potentially significant in the context of the surrounding community.

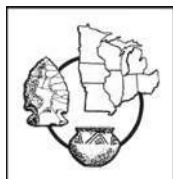
Property has been substantially altered since 1980s CHRS.



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Gold Crown Liquors</p>	<p>Photos with Captions: West façade of one-story commercial building.</p>
<p>Property Address: 3419-3421 N. Clark Street</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Gold Crown Liquors</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1879</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: M. C. Bird, J. Guarino, R. Lurie</p> <p>Photo By: S. Katz</p> <p>Date: 6 February 2013</p>	
<p>Property Description:</p> <p>This one-story brick commercial building in the Lakeview neighborhood has a flat roof and parapet. The front (west) elevation is clad in shotcrete and has two storefronts, each of which has a recessed entrance flanked by plate-glass windows. The entrance to the building is through the north storefront's plate glass door as the door in the south storefront has been blocked. Some of the window openings have been in-filled with wood that is vertically laid. The brickwork on the exposed north elevation has been painted. Original common brick is visible along the rear elevation. The front elevation of this building has been altered and the building is not individually eligible for listing on the National Register.</p>	



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Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions non-original façade with new windows, doors, and exterior cladding
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, shotcrete	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details None			Windows Fixed-pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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Chicago, IL 60606

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: South façade</p> 
<p>Property Address:</p> <p>933 W. Newport Ave.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Residential</p> <p>Current: Residential</p>	
<p>Date of Construction: 1889</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	<p>Property Description:</p> <p>This three-flat residential building in the Lakeview neighborhood has a front façade clad in rusticated limestone, a full-height window bay pavilion, and a flat roof with a parapet. The building has a flat-roofed wood front porch with turned columns, an iron balustrade, and iron railings. Additional details include sill and lintel courses, arched window, frieze band, cornice, and decorated gable. The windows are 1/1 double-hung sash. Alterations include the replacement wood steps.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While a very good example of the greystone type, it does not meet the threshold for individual listing on the National Register. The building is a contributor to the City of Chicago's Newport Avenue Landmark District.</p>

¹ Neighborhood Housing Services of Chicago, http://www.nhscicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

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Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement wood steps
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Gray stone, Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Sill and lintel courses, arched window, frieze band, cornice, and decorated gable			Windows Double hung, modern replacements
Outbuildings (<i>Number and Description</i>) Frame garage with hip roof			


Local Landmark	<u>Y</u> <u>N</u>	Name: Newport Avenue Landmark District (contributing)
National Register Historic Places	<u>Y</u> <u>N</u>	
National Register Historic District	<u>Y</u> <u>N</u>	
Individually Eligible? No	<u>A</u> <u>B</u> <u>C</u>	Significance:

Additional Comments: Photo of garage at rear



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: North façade and east elevation</p> 
<p>Property Address:</p> <p>934 W. Newport Ave.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Residential</p> <p>Current: Residential</p>	
<p>Date of Construction: 1901</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	
<p>Property Description:</p> <p>This three-story residential building in the Lakeview neighborhood has a façade clad in rusticated limestone, a flat roof, and parapet. Detailing includes stone sill courses and coping. Stone steps lead up to a double entry door topped by a single light transom. Alterations include the removal of the cornice. Windows are a mixture of types, including 1/1 double hung and casement.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>The property does not exhibit sufficient integrity due to alterations and, as a typical example of a Chicago greystone; it does not exhibit distinguishing architectural features. It does not meet the threshold for individual listing on the National Register. The building is a contributor to the City of Chicago's Newport Avenue Landmark District.</p> <p style="text-align: right;">Stories:3</p>	

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Missing cornice, replacement windows
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone, Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sill courses			Windows Double hung and casement
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	<u>Y</u> N	Name: Newport Avenue Landmark District (contributing)
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	
Individually Eligible? No	A B C	Significance:



Additional Comments:

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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: North façade of greystone three-flat (above) and south façade of garage (below).</p>  
<p>Property Address:</p> <p>937 W. Newport Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Flat</p> <p>Current: Flat</p>	
<p>Date of Construction: 1889</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Romanesque</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 30 July 2012</p>	
<p>Property Description:</p> <p>This three-flat residential building in the Lakeview Neighborhood has a front façade clad in rusticated limestone, a full-height window bay pavilion, a flat roof, and parapet. It features an original flat-roofed stone front porch with paired columns, balustrade perforated with arched openings, and pipe railings. The oak-and-glass door, side lights and transom are original. There is one round-arched window opening on the third story level. Alterations include the removal of the cornice and replacement of original windows with the current one-over-one aluminum sash windows.</p> <p>This is a contributing building within the Newport Avenue Landmark District of Chicago. It is also a fine example of a greystone, a building type that the City of Chicago has recognized through its Historic Greystone Initiative, which promotes the preservation of these ornate, limestone-clad homes by offering technical assistance and financial resources to property owners. However, there are hundreds, if not thousands, of greystone residential buildings in Chicago and dozens in the Lakeview neighborhood. Although this building exemplifies the greystone residential building type, neither it nor its garage possess sufficient distinguishing architectural characteristics to distinguish it as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows, cornice removed
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone (front), brick (side)	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Paired stone porch columns and porch balustrade			Windows Double-hung
Outbuildings (Number and Description) Brick two-car garage, flat roof, aluminum door			

Local Landmark	<u>Y</u> N	Newport Ave HD (contributing)
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: South façade of greystone two-flat (above), north façade of garage (below).</p>
<p>Property Address: 938 W. Newport Ave.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Flat</p>	
<p>Date of Construction: 1905 (Sanborn)</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Queen Anne (per CHRS)</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p>	
<p>Photo By: Steve Katz</p>	
<p>Date: 30 July 2012</p>	
<p>Property Description:</p> <p>This two-flat residential building in the Lakeview Neighborhood has a front façade clad in rusticated limestone, a rounded, full-height window bay pavilion, a flat roof and parapet. Its original flat-roofed stone front porch has two columns with foliate and cushioned capitals, pipe railings, and original oak-and-glass paneled double doors with transom. Both the stone railings and balustrade of the porch are perforated with rounded arches. This building is distinguished from other greystones in Lakeview by its roofline, which features a slate-covered mansard roof with metal coping and leaded glass lunette window that tops the entrance bay. The window bay pavilion is topped by a short balustrade with a decorative beaded pattern as well as a distinctive pedimented dormer with a leaded glass lunette window and foliate motifs. The original wood sash windows have been replaced by one-over-one aluminum sash windows. However, those on the rounded window bay pavilion feature rounded glass that mimics the appearance of the original windows.</p> <p>This is a contributing building within the Newport Avenue Landmark District of Chicago. It is also a fine example of a greystone, a building type that the City of Chicago has recognized through its Historic Greystone Initiative, which</p> <p style="text-align: right;">Stories: 2</p>	



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promotes the preservation of these ornate, limestone-clad homes by offering technical assistance and financial resources to property owners. Due to the distinguishing features of this building's highly ornamented roofline, this building is recommended as individually eligible for listing on the National Register under Criterion C for architecture.

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone	
Roof Material Slate	Roof Features Dormer	Roof Type Mansard	
Ornamental Architectural Details Stone columns with foliate and cushion capitals; leaded glass lunette windows; pedimented dormer with foliate ornamentation; decorative balustrade and porch railings			Windows Double-hung, fixed-pane, lunate
Outbuildings (Number and Description) Cinder block two-car garage, flat roof			

Local Landmark	<u>Y</u> N	Name: Newport Ave. Landmark District (contributing)
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	
Individually Eligible? Yes	A B <u>C</u>	Significance: Fine example of a circa 1905 greystone in Lakeview.

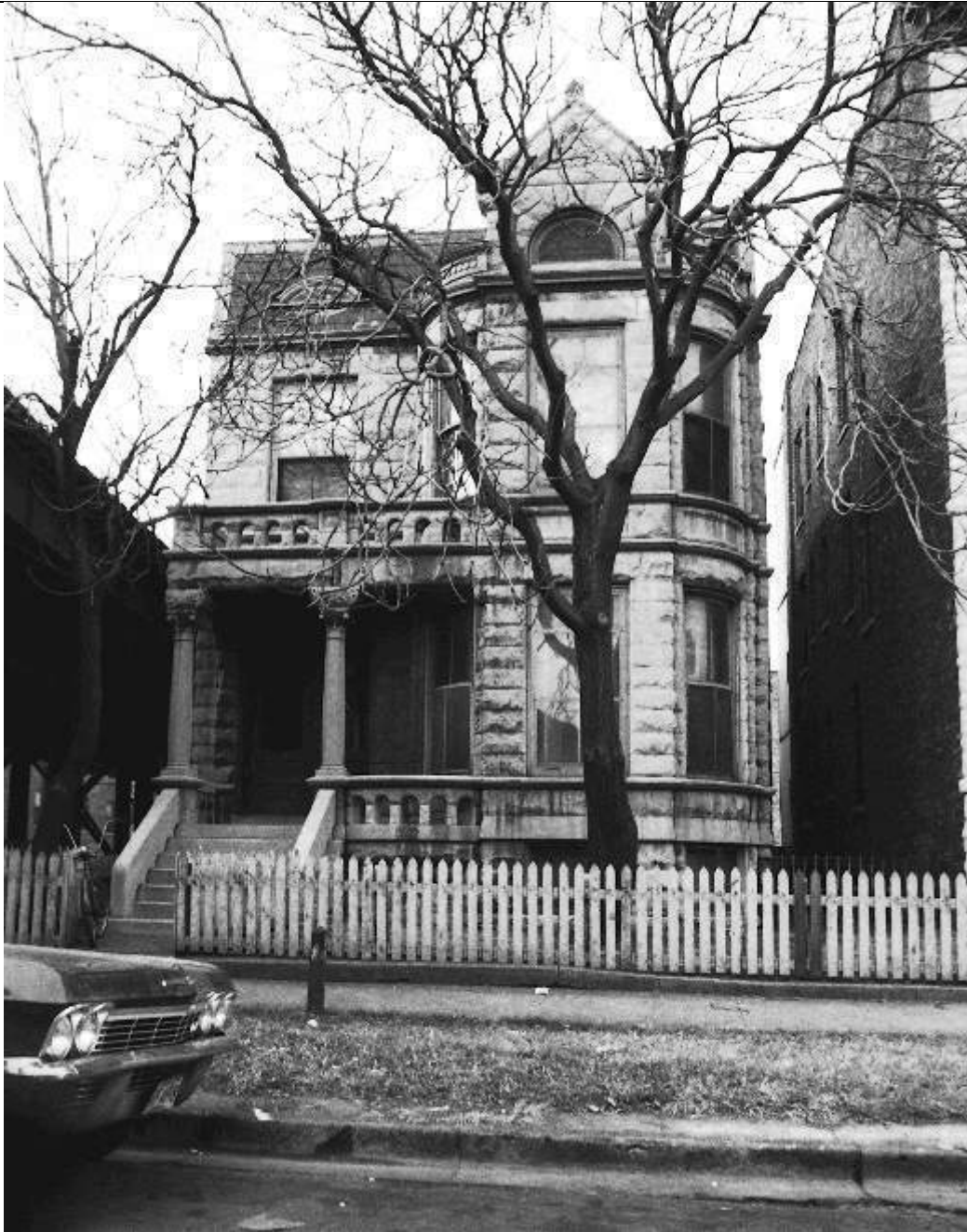


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Additional Comments:

Coded orange in CHRS.


See the circa 1971-75 black and white photograph from the HAARGIS.





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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Vautravers</p> <p>Common/Current: Vautravers</p>	<p>Photos with Captions: North façade of greystone Flat building.</p> 
<p>Property Address:</p> <p>947-949 W. Newport Ave.</p>	
<p>HAARGIS Number:</p> <p>126670</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Flat</p> <p>Current: Flat</p>	
<p>Date of Construction: 1889</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Romanesque</p>	
<p>Prepared By: Jay Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	
<p>Property Description:</p> <p>This three-story apartment building in the Lakeview Neighborhood features rusticated limestone cladding on its front (Newport) elevation and has a flat roof with parapet. The round-arched entrance has a projecting limestone surround topped by a pediment. The building has a bracketed cornice of pressed copper and features three distinctive two-story copper window bays with decorative floral and geometric motifs. The pressed copper ornamentation is distinctive and the building overall has very good integrity. As a result, this building is recommended individually eligible for National Register listing.</p>	

Stories: 3



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Aluminum storms, a few windows have been in-filled
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone (front façade) and brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Pressed copper bracketed corner and two story copper window bays			Windows
Outbuildings (Number and Description) None			

Local Landmark	<u>Y</u> N	Newport Ave. Chicago Landmark District (contributing)
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? Yes	A B <u>C</u>	Significance: The pressed copper ornamentation is distinctive and the building overall has very good integrity.

Additional Comments:


CHRS coded orange: property possesses some architectural feature or historical association that made it potentially significant in the context of the surrounding community.

The Chicago Landmark district nomination describes this Lakeview Neighborhood building as follows: "One of the finest limestone-clad buildings is the Vautravers apartment building located at 947-949 W. Newport. This rusticated Romanesque apartment building from the district's earliest period of development features copper bays detailed in floral and geometric motifs as well as an arched, pedimented entranceway. The bracketed cornice, like many others in the District, is made of pressed copper, and caps the three-story building."



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: North façade of brick, 3-story, 6-flat residential building.</p> 
<p>Property Address:</p> <p>1009-1011 W Newport Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Flat</p> <p>Current: Flat</p>	
<p>Date of Construction: 1909</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This three-story six-flat apartment building in the Lakeview neighborhood is situated on a raised basement and has a front façade clad in face brick, a flat roof and parapet. The centrally located entrance features an original single-light wood door with sidelights and transom and has a stone surround. Both corners of the front elevation feature full-height window bay pavilion. Detailing includes stone sill, sill courses, and lintels. The parapet has stone banding that may have replaced an earlier cornice. The one-over-one aluminum-sash windows are non-original. This building does not possess sufficient distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	



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Structural Survey



Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone details			Windows Double-hung, fixed-pane
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: North façade and east elevation (top photo) and north façade (bottom photo)
Property Address: 1015 W. Newport Ave.	 
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1891 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story multi-residential building is located in the Lakeview neighborhood. It is a frame building topped by a flat roof with parapet. The building is clad in weatherboard siding and rests on a continuous stone foundation. A full-height projecting window bay is present. Double entry doors are each topped by a single-light transom. The windows are 1/1 double hung, wood sash with storm windows. Detailing includes window and door surrounds, cornice, frieze band, wood panels, and brackets. The resource has very good architectural integrity and is a fine example of a late nineteenth century residential building. It is recommended as eligible for listing on the National Register of Historic Places.	

Stories:3

CDM Smith
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Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Weatherboard	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Bracketing along cornice, window bay, decorated frieze band, lights above doors, window and door surrounds			
Outbuildings (<i>Number and Description</i>) Frame garage with hip roof. Based on Sanborn maps dating to 1923 and 1950, the outbuilding has changed through the years. The present garage does not match the footprint seen on the 1950 Sanborn and thus is not recommended as a contributing element to the resource.			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? Yes	A B <u>C</u>	Significance: Very good architectural integrity and a fine example of a late nineteenth century residential building.

Additional Comments: Photo of garage at rear



CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: North façade 	
Property Address: 1019 W. Newport Ave.		
HARGIS Number: N/A		
Present Owner and /or Occupant: Unknown		
Property Use Historic: Residential Current: Residential		
Date of Construction: 1891 Architect's Name: Unknown Builder/Contractor: Unknown		
Architectural Style: Vernacular		
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014		
Property Description: This three-story, multi-residential building is located in the Lakeview neighborhood. It is a frame building topped by a front gable roof covered with asphalt shingles. The building is clad in brick on its first floor and weatherboard siding on the second and third floors and rests on a continuous brick foundation. A projecting window bay is present on all three floors. It is topped by a hip roof. The windows are modern 1/1 replacements. An entryway porch adorns the façade. It is topped by a flat roof that is supported by columns. The porch decking is poured concrete. Double entry doors are topped by a single-light transom. The windows are contemporary replacements. Architectural ornament includes fan detailing in the gable, window surrounds, cornice, frieze band, wood panels, and brackets. The resource does not exhibit distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.		Stories: 3

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, Weatherboard	
Roof Material Asphalt shingles	Roof Features None	Roof Type End Gable	
Ornamental Architectural Details Fan detailing in the gable, window surrounds, cornice, frieze band, wood panels, and brackets.			Windows Double hung
Outbuildings (<i>Number and Description</i>) Frame garage with hip roof.			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments: Photo of garage at rear





Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: North façade of frame, 2.5 story, multi-family residence.</p>
<p>Property Address: 1021 W. Newport Ave.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Multi-family residence</p>	
<p>Date of Construction: 1891</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	<p>Property Description:</p> <p>This 2.5-story, multi-family building in the Lakeview neighborhood is situated on a stone-clad raised basement; its upper floors are clad with synthetic siding. Its front-gabled roof is covered with asphalt shingles. It has a small, wooden gabled-roofed front porch that is supported by wood spindles and features wooden steps, wooden spindle railings, and non-original double-doors. The six-over-one aluminum-sash windows are non-original. The second-story wall projection includes a ribbon of three windows.</p> <p>This building does not possess sufficient integrity or distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2.5</p>



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement siding, windows, and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl, stone	
Roof Material Asphalt	Roof Features None	Roof Type Gable	
Ornamental Architectural Details Gable-roof porch with wooden spindles			Windows Double-hung
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: North/front façade 
Property Address: 1023 W. Newport Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1891 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two-and-a-half story frame residence is located in the Lakeview neighborhood. It is topped by a front gable roof covered in asphalt shingles. The residence is clad in vinyl siding. An entryway porch topped by a shed roof supported by single columns adorns the front façade. A two-story window bay pavilion is also present on the front façade. Wood steps with a wood balustrade lead up to the double entry, replacement doors that are topped by a transom. The property does not exhibit sufficient integrity as a result of contemporary alterations, which include the application of synthetic siding, replacement windows and entry doors. A typical example of its type, the building does not possess distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 2.5	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement siding, windows and front entry doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front Gable	
Ornamental Architectural Details Window bay			Windows Double-hung
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

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Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: North façade of frame, 1.5 story, single family residence.</p> 
<p>Property Address:</p> <p>1027 W Newport Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and/or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Single family residence</p>	
<p>Date of Construction: 1886</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Folk Victorian</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	<p>Property Description:</p> <p>This one-and-a-half-story single-family cottage in the Lakeview neighborhood is situated on a brick-clad raised basement and its upper floors are clad with synthetic siding. Its front-gabled roof has a decorative truss in the gable and is covered with asphalt shingles. It has a small wood hipped-roofed front porch with spindlework frieze, wood steps, spindle railings, and non-original door. The first floor has a window bay with three-over-one aluminum-sash windows with transoms, as well as a small leaded glass casement window next to the front door. The one-over-one second floor windows also appear to be aluminum-sash. This building does not possess sufficient integrity or distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 1.5</p>



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680


Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows, siding, and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl	
Roof Material Asphalt	Roof Features Spindlework frieze	Roof Type Gable	
Ornamental Architectural Details Spindlework, leaded glass window			Windows Double-hung, casement
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: North façade</p> 
<p>Property Address:</p> <p>1029 W. Newport Ave.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Residential</p> <p>Current: Residential</p>	
<p>Date of Construction: 1893</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: M. Fratinardo</p> <p>Photo By: M. Fratinardo</p> <p>Date: 4 June 2014</p>	
<p>Property Description:</p> <p>Stories:2</p> <p>This two-story residential building in the Lakeview neighborhood has a façade clad in rusticated limestone, a full-height window bay pavilion, and a flat roof with a parapet. Concrete steps with original railings lead to replacement double entry doors topped by a transom. Additional details include sill courses and arched window surrounds. The replacement windows are 1/1 double-hung sash and fixed.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While an extant example of the greystone type, it does not meet the threshold for individual listing on the National Register.</p>	

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

Chicago Transit Authority
 567 W. Lake Street
 Chicago, IL 60661

Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and front entry doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details Limestone detailing at windows and door openings			Windows Double-hung, fixed
Outbuildings (<i>Number and Description</i>) Contemporary garage at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: North façade	
Property Address: 1037 W. Newport Ave.		
HARGIS Number: N/A		
Present Owner and /or Occupant: Unknown		
Property Use Historic: Residential Current: Residential		
Date of Construction: 1888 Architect's Name: Unknown Builder/Contractor: Unknown		
Architectural Style: Vernacular Front Gable		
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014		
Property Description: <p>This two-and-a-half story frame residence located in the Lakeview neighborhood is topped by a front gable roof. Replacement wood steps with a replacement wood balustrade lead to an entryway porch supported by two posts and topped by a hipped roof. A set of original double entry doors are each topped by a transom.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include replacement steps, replacement balustrade, and replacement windows. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>		Stories: 2.5

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Wood	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details			Windows Double-hung, fixed
Outbuildings (<i>Number and Description</i>) Contemporary garage at rear			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: South façade of 2.5 story, multi-family residence.</p> 
<p>Property Address: 930 W. Roscoe St</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Multi-family residence</p>	
<p>Date of Construction: 1896</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Queen Anne</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 30 August 2012</p>	
<p>Property Description:</p> <p>This two-and-a-half-story, single-family house in the Lakeview neighborhood is clad in shingles and has a gable roof with asphalt shingles. Brackets support the projecting gable and dentil molding trims the overhang. Its front elevation features a full-façade, flat-roofed, wood porch with Doric columns and dentil molding in its frieze band. The home has an original single-light wood door with sidelights, transom, and wood casing. Both the first and second floors have three-sided window bays. The one-over-one windows have wood casings and appear to be original wood sash, although the fixed-pane windows appear to be replacements. Some windows have transoms and a lunette window is situated in the gable. This building does not have sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2.5</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
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 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement siding on porch, fixed-pane windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Synthetic siding (porch); wood shingles	
Roof Material Asphalt	Roof Features Lunette window	Roof Type Gable	
Ornamental Architectural Details Stone chimney pots, dentil molding, brackets, wood columns on porch			Windows Double-hung, fixed-pane
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments: CHRS coded orange: property possesses some architectural feature or historical association that made it potentially significant in the context of the surrounding community.



Midwest Archaeological Research Services, Inc.
505 North State Street
Marengo, Illinois 60152
Phone (815) 568-0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: South façade of three-story commercial building.</p> 
<p>Property Address:</p> <p>934 W. Roscoe St.</p>	
<p>HAARGIS Number:</p> <p>126774</p>	
<p>Present Owner and /or Occupant:</p> <p>Slaymaker Galley</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1889</p> <p>Architect's Name: Theodore Andresen</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: Jay Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	<p>Property Description:</p> <p>This three-story commercial building in the Lakeview Neighborhood has a flat roof with parapet. Its front façade is clad in orange face brick and features an original cast iron storefront with recessed door openings and limestone corner pilasters with foliated capitals. The spandrels, parapet and corners of the building feature decorative accents in brown brick. Windows are double-hung and appear to be original; stone sills and stringcourses are used.</p> <p>This building has very good architectural integrity and is a fine example of a late nineteenth-century commercial building. It is recommended as eligible for National Register listing.</p>

Stories: 3



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: <u>Unaltered</u> Slight Modification Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, stone	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Spandrels, parapet, and corners of the building feature decorative accents in brown brick; rusticated pilasters; cast iron storefront; stone sills & sill courses			Windows Fixed-pane and double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? Yes	A B <u>C</u>	Significance: Very good architectural integrity and a fine example of a late nineteenth-century commercial building

Additional Comments: CHRS coded orange: property possesses some architectural feature or historical association that made it potentially significant in the context of the surrounding community.



Midwest Archaeological Research Services, Inc.
505 North State Street
Marengo, Illinois 60152
Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: North façade of two-story commercial building.</p> 
<p>Property Address: 949-955 W. Roscoe St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Johnny O'Hagan's</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1905 (Sanborn)</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: Jay Martinez, M. C. Bird</p> <p>Photo By: Steve Katz</p> <p>Date: 7/11/12</p>	
<p>Property Description:</p> <p>This two-story brick building is located at the southwest corner of Clark and Roscoe streets in the Lakeview Neighborhood. It has a triangular footprint and a flat roof with parapet that is obscured by a signboard. The first floor houses a tavern and its windows may be non-original. The second floor features paired double-hung windows, some of which have been in-filled.</p> <p>This building does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Some windows have been in-filled; possible storefront alteration
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features None visible	Roof Type Flat	
Ornamental Architectural Details Keystones, stone banding			Windows Fixed-pane, double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled; not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: South façade of multi-use building at the northwest corner of Roscoe and Sheffield.</p> 
<p>Property Address:</p> <p>1002-1006 W Roscoe St.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Penny's Noodle Shop</p>	
<p>Property Use</p> <p>Historic: Commercial (1000-1002); Single family residences (1004, 1006)</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1905 (Sanborn)</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 24 July 2012</p>	
<p>Property Description:</p> <p>This two-story brick-clad building at the northwest corner of Sheffield Avenue and Roscoe Street in the Lakeview neighborhood has a triangular footprint, a flat roof with parapet, and is situated on a raised basement. It has a corner entrance with non-original glass door flanked by non-original display windows on either side that illuminate a restaurant. The corner of this building historically housed a drug store. The second story of the building houses apartments as does the first floor of the western end of the building, which features window bay pavilions. Entrances to the apartments feature original oak-and-glass doors. Windows are double-hung aluminum-sash and feature concrete sill courses and lintels. The original cornice has been removed. This building does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568-0680

Structural Survey



Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and corner entrance door; cornice removed
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sill course, coping, and lintels; bay pavilions on dwellings			Windows Double-hung
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: South façade and east elevation (top photo) and stone detailing at entryway (bottom photo)</p>  
<p>Property Address:</p> <p>1014 W. Roscoe St.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Residential</p> <p>Current: Residential</p>	
<p>Date of Construction: 1906</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	<p>Property Description:</p> <p>This three-flat residential building in the Lakeview neighborhood has a front façade clad in rusticated limestone, a full-height window bay pavilion, and a flat roof with a parapet. The building has an arched entryway with foliated keystone. Additional details include pilasters, rope molding, entablature, dentil molding, sill and lintel courses and cornice. The windows are 1/1 double-hung sash.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While a good example of the greystone type, , it does not meet the threshold for individual listing on the National Register.</p>

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brown stone, brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Pilasters, rope molding, entablature, dentil molding, sill and lintel courses and cornice			Windows Double hung and glass block
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

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Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: South façade of frame, 3.5 story, three-flat residential building.</p> 
<p>Property Address: 1018 W Roscoe St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Flat</p> <p>Current: Flat</p>	
<p>Date of Construction: 1906</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird , J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This three-and-a-half-story multi-family building in the Lakeview neighborhood has a front-gabled roof covered with asphalt shingles. The front gable has overhanging eaves and wood brackets. The building is clad with brick on the first floor and synthetic siding above. It has a three-story window bay pavilion and its one-over-one aluminum-sash windows, fixed-pane windows, and double-door are non-original. The front door is topped by a pedimented hood supported by knee braces. This building does not possess sufficient integrity or distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3.5</p>	



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement siding and windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick (ground floor façade), vinyl	
Roof Material Asphalt	Roof Features None	Roof Type Gable	
Ornamental Architectural Details Brackets under eaves, pedimented hood with knee braces at entrance			Windows Fixed-pane, double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
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 Phone (815) 568-0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: South façade of three-story brick residential building converted from mixed use.</p> 
<p>Property Address: 1020-1022 W Roscoe St.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Multi-family residence</p>	
<p>Date of Construction: 1916</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	<p>Property Description:</p> <p>This three-story apartment building in the Lakeview neighborhood has a flat roof and parapet. Its first floor has been completely altered with new wood cladding, windows, and a centrally located door. The hipped roof with central gable over the entrance displays dentil molding and brackets at both the entrance and the ends of the building façade. The brick-clad upper two floors have one-over-one aluminum-sash windows that are non-original. Detailing includes stone sills and lintels, brick corbelling at the parapet level, and buff-colored brick pilasters. It appears that a cornice may have been removed.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building does not possess sufficient integrity or distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>



Midwest Archaeological Research Services, Inc.
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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Wood cladding (1 st floor), cornice removed			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, wood siding	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Corbelling, stone sills and lintels, pilasters, brackets, dentil molding			Windows Double-hung
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade 	
Property Address: 1026 W. Roscoe St.		
HARGIS Number: N/A		
Present Owner and /or Occupant: Unknown		
Property Use Historic: Residential Current: Residential		
Date of Construction: 1901 Architect's Name: Unknown Builder/Contractor: Unknown		
Architectural Style: Vernacular		
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014		
Property Description: <p>This three-story residence located in the Lakeview neighborhood has brick-clad walls that support a flat roof. A two-story half-width window bay pavilion is present on the façade. Details include stone lintels and sill courses.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include substantial first floor façade alterations, replacement windows, and a replacement primary entry door. The building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>		Stories: 3

Chicago Transit Authority
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 Chicago, IL 60661

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Façade alterations, replacement windows, replacement entry door
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, concrete	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details Stone lintels, sill courses			Windows Double-hung, fixed
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade
Property Address: 1028 W. Roscoe St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1897 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014	
Property Description: <p>This two-and-a-half story frame residence located in the Lakeview neighborhood sits on a raised basement and is topped by a front gable roof. A two-story half-width window bay pavilion is present on the façade. Replacement wood steps with a replacement wood balustrade lead up to double entry replacement doors with a transom. Single posts support an entryway porch with a hipped roof.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include synthetic siding, a replacement balustrade, and replacement entry doors. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>	

Chicago Transit Authority
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Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement balustrade and entry doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade 	
Property Address: 1030 W. Roscoe St.		
HARGIS Number: N/A		
Present Owner and /or Occupant: Unknown		
Property Use Historic: Residential Current: Residential		
Date of Construction: 1888 Architect's Name: Unknown Builder/Contractor: Unknown		
Architectural Style: Vernacular Front Gable		
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014		
Property Description: <p>This one-and-a-half story frame residence located in the Lakeview neighborhood is topped by a front gable roof. Gable ends contain fishscale shingles. Replacement wood steps with a replacement metal balustrade lead to a recessed entrance with double entry doors that are topped by a transom.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include synthetic siding, replacement steps, replacement balustrade, and replacement windows. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>		Stories: 1.5

Chicago Transit Authority
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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement steps, replacement balustrade, replacement windows
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Unknown	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details Fishscale shingles, dentils			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Contemporary garage at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
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Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade
Property Address: 1032 W. Roscoe St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1894 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014	
Property Description:	
Stories: 3	
<p>This three-flat residential building in the Lakeview neighborhood has a façade clad in rusticated limestone, a full-height window bay pavilion, and a flat roof. Replacement wood steps and a replacement metal balustrade lead to a partial-width porch supported by two wood posts and covered by a flat roof. Additional details include sill and lintel courses, frieze band, and cornice. Contemporary windows represent fixed and 1/1 sash types.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While a good example of the greystone type, it does not meet the threshold for individual listing on the National Register.</p>	

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement steps, windows, and balustrade
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Sill and lintel courses, frieze band, and cornice. Original double doors with transom.			Windows Double-hung, fixed
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
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Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade 	
Property Address: 1036 W. Roscoe St.		
HARGIS Number: N/A		
Present Owner and /or Occupant: Unknown		
Property Use Historic: Residential Current: Residential		
Date of Construction: 1897 Architect's Name: Unknown Builder/Contractor: Unknown		
Architectural Style: Vernacular		
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014		
Property Description: <p>This three-flat residential building in the Lakeview neighborhood has a façade clad in rusticated limestone, a full-height window bay pavilion, and a flat roof with a parapet. Original steps and a balustrade lead to a finely articulated recessed entrance with an arched opening, an interior adorned with decorative tile, and two original doors. Additional details include sill and lintel courses, a frieze band, and cornice. The replacement windows are 1/1 double-hung sash.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While a very good example of the greystone type, it does not meet the threshold for individual listing on the National Register.</p>		Stories: 3

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

Chicago Transit Authority
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Chicago, IL 60661

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Balustrade, recessed entrance with an arched opening, pilasters, decorative tile, sill and lintel courses, frieze band, and cornice.			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Contemporary garage at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Garage at rear

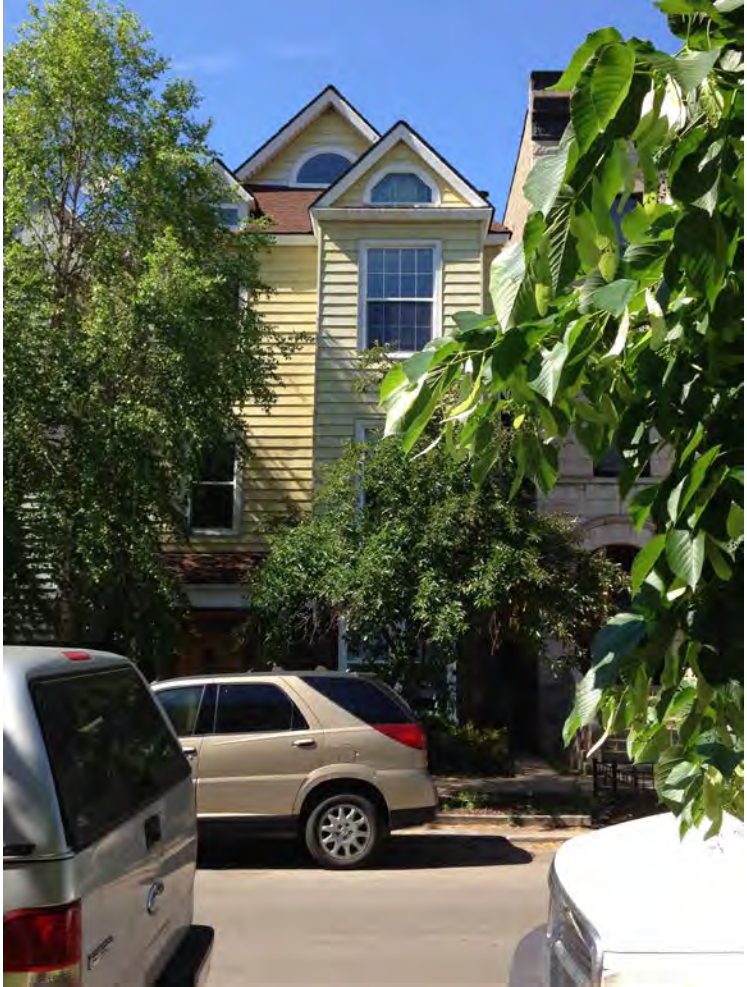


Façade detail



Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: North façade 
Property Address: 1038 W. Roscoe St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1886 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014	
Property Description: <p>This two-and-a-half story frame residence located in the Lakeview neighborhood is topped by a front gable roof. The primary entrance is located at grade and contains a replacement wood door with side lights and a transom, which is covered by a shed roof and supported by a single replacement post. A projecting half-width full-height addition is applied to the façade.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include synthetic siding, substantial façade alterations, and replacement windows. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>	
Stories: 2.5	

Chicago Transit Authority
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Chicago, IL 60661

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement siding, windows and front entry doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding, brick	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front Gable	
Ornamental Architectural Details			Windows Double-hung, fixed
Outbuildings (<i>Number and Description</i>) Contemporary garage at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade 
Property Address: 1040 W. Roscoe St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1895 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014	
Property Description: <p>This two-and-a-half story frame residence located in the Lakeview neighborhood is situated on a brick-clad raised basement and is topped by a front gable roof. A full-width entryway porch and a half-width two-story window bay pavilion are located on the façade. Replacement wood steps with a replacement wood balustrade lead to a single entry door with a transom.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include substantial façade alterations and replacement windows. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>	
Stories: 2.5	

Chicago Transit Authority
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Chicago, IL 60661

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Façade alterations, replacement windows
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Wood	
Roof Material Unknown	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Contemporary garage at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments: Photo of garage at rear 

Chicago Transit Authority
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Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade 
Property Address: 1042 W. Roscoe St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1890 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014	
Property Description: This two-and-a-half story frame residence located in the Lakeview neighborhood has a front gable roof. Concrete steps with a replacement metal balustrade lead to an entryway porch with a decorative door surround with sidelights, which is topped by a front gable roof. The property does not exhibit sufficient integrity due to contemporary alterations, which include the application of synthetic siding, shutters, and replacement windows. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 2.5	

Chicago Transit Authority
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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement metal balustrade, applied shutters, replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Unknown	Roof Features None	Roof Type Front Gable	
Ornamental Architectural Details Front gable porch roof, articulated window trim and door surround with lights			Windows Double-hung, fixed
Outbuildings (<i>Number and Description</i>) Contemporary garage at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
567 W. Lake Street
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Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South façade and east elevation 
Property Address: 1048 W. Roscoe St.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1884 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014	
Property Description: Raised slightly above street level, this one-and-a-half story frame residence covered by a front gable roof is located in the Lakeview neighborhood. Fishscale shingles adorn the façade gable end. A short slight of wood steps, covered by a distinctive geometric arched opening, lead to an entryway porch with a single entry primary door. The property does not exhibit sufficient integrity due to contemporary alterations, which include replacement steps and windows. The building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 1.5	

Chicago Transit Authority
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Structural Survey



Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and steps
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Wood, brick	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details Distinctive inset porch			Windows Double-hung, fixed
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
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Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: South facade 	
Property Address: 1048 N. Seminary Ave.		
HARGIS Number: N/A		
Present Owner and /or Occupant: Unknown		
Property Use Historic: Residential Current: Residential		
Date of Construction: 1912 Architect's Name: Unknown Builder/Contractor: Unknown		
Architectural Style: Vernacular		
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014		
Property Description: <p>This three-story multi-family building with masonry walls that support a flat roof is located in the Lakeview neighborhood. The primary entrance is at grade and contains a replacement door. Decorative details include a sill course and decorative detailing along the parapet and at door surrounds. Replacement windows are a mix of double-hung and fixed glass block.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include replacement windows and doors. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>		Stories: 3

Chicago Transit Authority
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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details Sill course, decorative masonry, ornamental door surrounds			Windows Double-hung, glass block
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
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Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 
Property Address: 3405 N. Seminary Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1890 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014	
Property Description: <p>This two-and-a-half story frame residence is located in the Lakeview neighborhood sits on a brick-clad raised basement and has a front gable roof. The residence is clad in vinyl siding. Alterations include full-width front porches, and replacement wood posts, stairs, and railings. Windows and doors are replaced.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include the application of synthetic siding, replacement windows and entry doors. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>	
Stories: 2.5	

Chicago Transit Authority
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Chicago, IL 60661

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement siding, porches, windows and doors
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front Gable	
Ornamental Architectural Details			Windows Double-hung, fixed
Outbuildings (<i>Number and Description</i>) Brick garage at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade and south elevation 	
Property Address: 3415 N. Seminary Ave.		
HARGIS Number: N/A		
Present Owner and /or Occupant: Unknown		
Property Use Historic: Residential Current: Residential		
Date of Construction: 1888 (primary) Architect's Name: Unknown Builder/Contractor: Unknown		
Architectural Style: Vernacular		
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014		
Property Description: <p>This two-story residential building in the Lakeview neighborhood has a façade clad in rusticated limestone, a full-height window bay pavilion clad in vinyl siding, and a flat roof with a parapet. Substantial façade alterations include a replacement primary entrance topped by a replacement porch canopy. Replacement windows are primarily 1/1 double-hung sash. A two-story multi-family accessory dwelling is located at the rear of the property.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While an extant example of the greystone type, it does not meet the threshold for individual listing on the National Register.</p>		Stories: 2.5


¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Façade alterations, replacement siding, replacement entry door, replacement windows
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone, vinyl siding	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details Cornice, frieze band, swag detailing at cornice, dentils			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Multi-family accessory dwelling at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments: West façade, accessory dwelling 

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form


Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 	
Property Address: 3423 N. Seminary Ave.		
HARGIS Number: N/A		
Present Owner and /or Occupant: Unknown		
Property Use Historic: Residential Current: Residential		
Date of Construction: 1890 Architect's Name: Unknown Builder/Contractor: Unknown		
Architectural Style: Vernacular		
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014		
Property Description: <p>This three-flat residential building in the Lakeview neighborhood has a façade clad in rusticated limestone, a full-height window bay pavilion, and a flat roof with a parapet. Original steps and balustrade lead to a curved entry porch supported by limestone Ionic columns that cover an original entry door with sidelights and a transom. Additional details include sill and lintel courses, a frieze band, and cornice. The windows are a combination of fixed, glass block, and 1/1 double-hung sash.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While a very good example of the greystone type, it does not meet the threshold for individual listing on the National Register.</p>		Stories: 2.5

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661


Structural Survey

Integrity: <u>Unaltered</u> Slight Modification Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone	
Roof Material Unknown	Roof Features None	Roof Type Flat	
Ornamental Architectural Details Ionic columns, original entry door with sidelights and transom, sill and lintel courses, frieze band, and cornice			
Outbuildings (<i>Number and Description</i>) Contemporary garage at rear			Windows Double-hung, fixed, glass block

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:
Additional Comments: Façade detail 		

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade
Property Address: 3425 N. Seminary Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1889 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: M. Fratinardo Photo By: M. Fratinardo Date: 4 June 2014	
Property Description: <p>This two-and-a-half story frame residence is located in the Lakeview neighborhood. It is topped by a front gable roof. The residence is clad in vinyl siding and replacement wood shingles. A prominent turret with a steeply pitched pyramidal roof is located on the northwest corner of the building. A brick garage is located at the rear.</p> <p>The property does not exhibit sufficient integrity due to contemporary alterations, which include the application of synthetic siding and replacement windows and doors. A typical example of its type, the building does not possess sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.</p>	

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Structural Survey


Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement synthetic siding, replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding, replacement wood shingles	
Roof Material Asphalt shingles	Roof Features Turret	Roof Type Front gable	
Ornamental Architectural Details			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Garage at rear			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3331 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1913 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two-story multi-residential building located in the Lakeview neighborhood sits on a raised basement. The roof is flat with a cornice along the parapet. The building is clad in face brick on its front façade. A full-height, projecting window bay is present. The majority of windows are double-hung, vinyl replacements. Two wood windows containing stained glass remain on the first floor. Detailing includes stone sills and an undecorated frieze band. Concrete steps lead up to the single entry door. A porch topped by a shed roof supported by single columns adorns the front façade. A metal handrail and balustrade is present.	
Stories: 2	
While largely intact, the building lacks sufficient distinguishing architectural features and does not meet the threshold for individual eligibility on the National Register of Historic Places.	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Cornice, frieze band			Windows Double hung, fixed-pane, glass block
Outbuildings (<i>Number and Description</i>) Vinyl-clad garage with hip roof behind house			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 
Property Address: 3334 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1896 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two and a half story multi-residential building located in the Lakeview neighborhood sits on a raised basement clad in rusticated limestone. It is a frame building topped by a front gable roof covered in asphalt shingles. The building is clad in vinyl siding. The windows are double-hung, contemporary vinyl replacements. A set of steep concrete steps lead to a single replacement entry door with sidelights and a transom. A simple metal replacement handrail and balustrade are present. Ornamental detailing includes a protruding attic space with decorative bracketing that extends out slightly beyond the façade. Fish scale siding is present in the gable along with additional bracketing. Major alterations have sufficiently compromised the integrity of the property, which include replacement siding, windows, primary door, and railings. The building does not exhibit sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 2.5	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement siding and windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Vinyl siding	
Roof Material Asphalt shingles	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details Fish scale siding, gable brackets			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Frame garage topped by a pyramidal roof.			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments: Photo of garage at rear





Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of brick, six-flat residential building.</p> 
<p>Property Address: 3335-3337 N Sheffield Ave</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence</p> <p>Current: Flat</p>	
<p>Date of Construction: 1913</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This two-story six-flat residential building in the Lakeview neighborhood has a front façade clad in face brick and a flat roof with decorative cornice on the parapet. Its centrally located porch has stone steps, square brick columns, and a non-original flat wood roof. The oak-and-glass front door is original, as are the one-over-one wood sash windows, which are ornamented with stone keystones or brick casings. Two of the original second floor window openings have been in-filled with wood. This building does not feature sufficient distinguishing architectural features to qualify as individually eligible for National Register listing.</p> <p style="text-align: right;">Stories: 2</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Structural Survey

Integrity: <u>Unaltered</u> Slight Modification Major Alteration			Additional Notes/Descriptions Two windows temporarily covered with wood
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone keystones			Windows Double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 
Property Address: 3336 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Mixed-use	
Date of Construction: 1901 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building is located in the Lakeview neighborhood. Façade walls clad in face brick support a flat roof with a parapet. A projecting window bay is present on the second and third floors. Windows are primarily double-hung, vinyl replacements. Ornamental detailing includes stone sill and lintel courses, and a circular stone arch above the third floor window. Major alterations have sufficiently compromised the integrity of the property such that it no longer conveys distinguishing architectural features. The property does not qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement windows and doors; substantial first floor alterations
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, aluminum siding on bay	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sill and lintel courses, arched window with semi-circular stone arch			Windows Double-hung
Outbuildings (<i>Number and Description</i>) Frame garage topped by an end gable roof.			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments: Photo of garage at rear



CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3339-3341 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1913 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two-story residential building in the Lakeview neighborhood has a façade clad in face brick and a flat roof with a parapet. It appears the cornice has been removed. The centrally-located porch has a set of wood steps, square brick columns, and a replacement flat wood roof with a contemporary wood balustrade. The primary entrance has an original single door. Windows are original 1/1 wood sash, which are ornamented with stone keystones or brick casings. The property does not exhibit sufficient integrity due to contemporary alterations. In addition, it does not meet the threshold for distinguishing architectural features to qualify as individually eligible for the National Register.	

Stories: 2

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Missing cornice, contemporary porch roof and balustrade
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone keystones			Windows Double-hung, fixed-pane, glass block
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade
Property Address: 3342 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1896 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two and a half story multi-residential building located in the Lakeview neighborhood sits on a raised basement clad in brick with glass block windows. The wood frame building is topped by a front gable roof covered with asphalt shingles. A two-story window bay is present. The building is clad in aluminum siding. A half-width porch topped by a shed roof supported by square wood posts adorns the façade, Decorative bracketing lines the porch. The windows are a mix of fixed-pane and double-hung contemporary replacements. The primary entrance doors are also replaced. A simple replacement wood balustrade is present along the wood steps leading to the main entrances for each unit. Substantial alterations include replacement siding, windows, primary entrance door, balustrade, steps, and porch supports. The building does not exhibit sufficient integrity or distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 2.5	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows, doors, porch supports, and balustrade
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Non-original balustrade/bracketing and porch steps			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Aluminum siding	
Roof Material Asphalt shingle	Roof Features None	Roof Type Front gable	
Ornamental Architectural Details Window bay, porch brackets			Windows Double-hung, fixed-pane, glass block
Outbuildings (<i>Number and Description</i>) Frame garage with hip roof			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments: Photo of garage and rear elevation of house



CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3343 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1904 (per Assessor) Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story multi-residential building located in the Lakeview neighborhood sits on a raised basement. The roof is flat with a parapet and it appears an original cornice may have been removed. The façade is clad in face brick. A full-height, projecting window bay is present. The majority of windows are double-hung, vinyl replacements. Detailing includes stone sill courses and stone lintels and brick dentils along the top of the window bay and along the porch roof. A set of replacement wood steps lead up to two single entry doors. Single columns support an entryway porch topped by a shed roof. A wood handrail and balustrade are present. While largely intact, the property is a typical example of a multi-family residence from its era and does not exhibit sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: Excellent <u>Good</u> Poor			
Additional Alterations Contemporary porch			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sill courses and lintels, brick dentil detailing at roof and porch, window bay			Windows Double-hung
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3347 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1905 (per Assessor) Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story multi-residential building located in the Lakeview neighborhood sits on a raised basement. Basement windows are in-filled with glass blocks. The building is clad in face brick on its front façade. The roof is flat with a parapet and it appears an original cornice may have been removed. A full-height, projecting window bay is present. The majority of windows are double-hung, vinyl replacements. Ornamental detailing includes stone sill courses, stone lintels, and brick dentils that line the top of the window bay and along the porch roof. A set of wood steps lead up to two single entry doors. A porch topped by a shed roof supported by fluted columns adorns the façade. A metal handrail and balustrade are present. The property is in good condition yet does not exhibit sufficient integrity due to alterations. A typical example of a multi-family residence, the property lacks distinguishing architectural features. As a result, it is not individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: Excellent <u>Good</u> Poor			
Additional Alterations Modern porch			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sill courses and lintels, brick dentil detailing at roof and porch, window bay			Windows Double-hung
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade 
Property Address: 3349 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Costello's Sandwiches and Sides	
Property Use Historic: Unknown Current: Multi-Use	
Date of Construction: 1911 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular, Front Gable	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This two-and-a-half story frame mixed-use building is located in the Lakeview neighborhood. It is topped by a front gable roof covered in asphalt shingles. The first floor is clad in brick while the remaining stories are clad in vinyl siding. The windows and doors are contemporary replacements. Major alterations have compromised the integrity of the property such that it no longer conveys sufficient distinguishing architectural features. The property does not qualify for individual listing on the National Register of Historic Places.	
Stories: 2.5	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered Slight Modification <u>Major Alteration</u>			Additional Notes/Descriptions Replacement siding, windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, Vinyl siding	
Roof Material Asphalt Shingles	Roof Features None	Roof Type Front Gable	
Ornamental Architectural Details None			Windows Double-hung
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade
Property Address: 3350 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1906 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story multi-residential building located in the Lakeview neighborhood sits on a raised basement clad in rusticated limestone. The roof is flat with a parapet and it appears an original cornice may have been removed. The façade is clad in face brick. A full-height, projecting window bay is present. The majority of windows are double-hung, vinyl replacements. Detailing includes stone sills and flat concrete arches with keystones. A set of concrete steps lead up to two original single-entry doors. The primary entrance has pilasters topped with foliated capitals and entablature. While largely intact, the property is a typical example from its period and does not exhibit sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations First floor reconfigured			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone, brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sills, flat concrete arches with keystones, window bay, pilasters and entablature			Windows Double hung
Outbuildings (<i>Number and Description</i>) None			



Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade (upper) and west elevation (lower)
Property Address: 3351 N. Sheffield Ave	 
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Commercial Current: Commercial	
Date of Construction: 1906 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This one-story commercial building is located in the Lakeview neighborhood. Brick walls support a flat roof with a parapet. The lower portion of the façade is brick laid in a common bond pattern while the upper portion is laid in a running bond. The façade also contains stone pilasters topped by iron capitals that divide the elevation into two bays. Multiple window and door openings are either in-filled with glass block or bricked in. The property does not exhibit sufficient integrity as a result of contemporary alterations. In addition, as a typical example of a commercial property from its era, it does not meet the threshold for distinguishing architectural features to qualify as eligible for individual listing on the National Register of Historic Places.	
Stories: 1	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Storefront alterations
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone pilasters, stringcourse			Windows Glass block, some rear windows bricked in
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade
Property Address: 3352 N. Sheffield Ave	
HARGIS Number: N/A	
Present Owner and /or Occupant: Mind Body and Soul	
Property Use Historic: Unknown Current: Mixed Use	
Date of Construction: 1909 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building is located in the Lakeview neighborhood. It is topped with a flat roof and parapet. The building is clad in smooth limestone on its façade. The first floor storefront is a contemporary alteration with replacement windows and doors. Upper floor windows are 1/1 double hung, vinyl replacements. Ornamental detailing includes stone sill courses, stone lintel courses, windows with flat hoods and surrounds, and an intact cornice and coping. Contemporary alterations have compromised the integrity of the property. In addition, as a typical example of commercial construction from its period, the property lacks distinguishing architectural features. The property does not meet the threshold for individual eligibility on the National Register of Historic Places.	
Stories: 3	

CDM Smith
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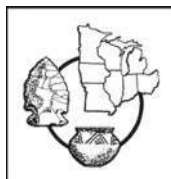
Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows, storefront alteration
Condition: Excellent <u>Good</u> Poor			
Additional Alterations First floor reconfigured			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details stone sill courses, stone lintel courses, windows with flat hoods and surrounds, cornice and coping			Windows Double-hung
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

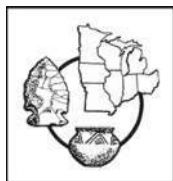
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Midwest Archaeological Research Services, Inc.
 505 North State Street
 Marengo, Illinois 60152
 Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of brick, mixed use building.</p> 
<p>Property Address: 3356 N Sheffield Ave.</p>	
<p>HAARGIS Number: 126787</p>	
<p>Present Owner and /or Occupant: Redmond's</p>	
<p>Property Use</p> <p>Historic: Commercial (Steam Laundry, 1905)</p> <p>Current: Mixed Use</p>	
<p>Date of Construction: 1896</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Queen Anne</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This three-story Queen Anne style mixed-use building at the southwest corner of Sheffield and Roscoe in the Lakeview neighborhood is clad in face brick along its two street elevations and has a flat roof and parapet. The first floor houses a bar and features a corner entrance with non-original plate glass door and its original door-window configuration along both street elevations. The two centrally located door openings along the Sheffield elevation are flanked by fluted metal pilasters. Although the first floor doors and windows themselves are non-original, they retain their original transom openings.</p> <p>The building is distinguished by two pressed metal turrets—a rounded one at the corner and a three-sided one at the south end of the Sheffield elevation—both of which feature Classical detailing, such as swags, pilasters, and keystones. The Sheffield elevation also features a metal cornice with scrolls and modillions. Decorative detailing along both street elevations includes stone lintels above the second story windows, stone keystones above the third story windows, spandrels with recessed brick panels, and a metal stringcourse. The one-over-one windows appear to be non-original aluminum sash, and third story window openings are round-arched. This highly ornamented building has very good integrity and is recommended as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Metal turrets with Classical detailing, decorative metal cornice and stringcourse, stone lintels and keystones, and recessed brick panels			Windows Fixed-pane, double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? Yes	A B <u>C</u>	Significance: Highly ornamented neighborhood commercial building with very good integrity

Additional Comments: CHRS coded orange: property possesses some architectural feature or historical association that made it potentially significant in the context of the surrounding community.



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: Street façade of two-story, brick, commercial building; outbuildings at end of sheet.</p> 
<p>Property Address:</p> <p>3406-3412 N. Sheffield Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Swan Cleaners, The Second Stage, Twist Cafe</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1901</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: Jay Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	<p>Property Description:</p> <p>This two-story, red brick commercial building in the Lakeview Neighborhood has a triangular footprint and a flat roof with parapet. The storefronts have all been altered with new cladding, doors and windows. The brick-clad second story has retained its original double-hung windows and window configuration. An original frieze band and/or cornice have been removed. The one-story flat-roofed outbuildings are clad in brick and concrete block.</p> <p>Modifications to this resource have compromised the integrity necessary to convey its significance. The historic qualities of design, materials, workmanship, and feeling have been diminished by the alterations. This building and the two outbuildings do not possess any distinguishing architectural features and as a result, are not individually eligible for listing on the National Register.</p> <p>Stories: 2</p>



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Storefronts altered with new cladding, windows and doors; original frieze band and/or cornice removed
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sill course			Windows Double-hung
Outbuildings (Number and Description) Alley facades of two, brick, flat-roofed outbuildings			



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Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3420 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: MP4Tickets.com	
Property Use Historic: Unknown Current: Mixed-use	
Date of Construction: 1905 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building located in the Lakeview neighborhood has a façade clad in rusticated limestone, a two-story window bay pavilion, a flat roof, and a parapet. Replacement brick covers the parapet. Windows on the two upper floors are modern, vinyl replacements. The first floor has green terra cotta details, specifically florets, geometric designs, and stylized columns, which frame the two entrances. Additional ornamental details include stone sill courses, stone lintels, and coping. While a good example of a typical commercial building, alterations have compromised its integrity. The building does not feature sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows, replacement brick on parapet
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone, brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone lintels and sill courses, terra cotta			Windows Double-hung, fixed-pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: East façade
Property Address: 3422-3424 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Chicago's Blarney Stone	
Property Use Historic: Mixed-use Current: Mixed-use	
Date of Construction: 1910 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story mixed-use building located in the Lakeview neighborhood has a façade clad in face brick and a flat roof with a parapet. The second and third floors contain stone sill courses and flat concrete arches. The windows are double-hung, vinyl replacements. The first floor has replacement windows and doors. The entrance leading to the upper floors is flanked with stone columns topped by an entablature. The property does not exhibit sufficient integrity due to alterations. In addition, the property lacks distinguishing architectural features and does not rise to the threshold for individual eligibility on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone sill courses, flat concrete arches, entablature and coping			Windows Double-hung, fixed-pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Link's Hall</p> <p>Common/Current: Link's Hall</p>	<p>Photos with Captions: South and west facades of brick, two-story, commercial building.</p> 
<p>Property Address: 3433 N Sheffield Ave</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Link's Hall, Nisei Lounge, 1st Hair Studio, Mexican Restaurant, Clark Pantry, Hamburger King, Barber Salon</p>	
<p>Property Use</p> <p>Historic: Commercial (Drug Store, 1905)</p> <p>Current: Commercial</p>	
<p>Date of Construction: 1921</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description: This two-story commercial building at the northeast corner of Sheffield and Newport in the Lakeview neighborhood is clad in face brick along its two street elevations and has a flat roof and parapet with terra cotta coping. The first floor features its original storefront configuration, although the actual plate glass windows and doors are non-original. Second story windows are arranged in groups of three and feature terra cotta casings with egg and dart molding. The building has a terra cotta cornice with dentil molding and centrally located terra cotta sign plates at the parapet level of both street elevations with green terra cotta lettering that says: "Links-Hall." Second floor one-over-one windows appear to be non-original aluminum sash. This is a good example of a neighborhood commercial building but does not feature sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 2</p>	



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Terra cotta cornice, egg and dart terra cotta window casing, Bldg. name			Windows Double-hung, fixed-pane
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: North façade 
Property Address: 915-921 W Cornelia Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1913 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story apartment building in the Lakeview neighborhood is clad in face brick laid in a running bond and has a flat roof with castellated parapet. Windows are 1/1 double-hung and have concrete sill courses. The building also features brick flat arches, decorative brick panels, a cornice, and coping. The property retains historic integrity yet, as an example of a typical courtyard apartment building, it does not exhibit distinguishing architectural features. It does not meet the threshold for individual listing on the National Register.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey


Integrity: <div> <u>Unaltered</u> Slight Modification Major Alteration </div>			Additional Notes/Descriptions
Condition: <div> Excellent <u>Good</u> Poor </div>			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Sill courses, keystones, castellated parapet, decorative brickwork panels			
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: North façade</p> 
<p>Property Address:</p> <p>925-935 W Cornelia Ave.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Residential</p> <p>Current: Residential</p>	
<p>Date of Construction: 1913</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	
<p>Property Description:</p> <p>This three-story apartment building in the Lakeview neighborhood is clad in face brick laid in a running bond and has a flat roof with castellated parapet. Windows are 1/1 double-hung and have concrete sill courses. The building also features keystones above the second floor windows, decorative brick panels, cornice, and coping. The property retains historic integrity yet, as an example of a typical courtyard apartment building, it does not exhibit distinguishing architectural features. It does not meet the threshold for individual listing on the National Register.</p>	

Stories:3

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Structural Survey

Integrity: <u>Unaltered</u> Slight Modification Major Alteration			Additional Notes/Descriptions
Condition: Excellent <u>Good</u> Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Sill courses, keystones, castellated parapet, decorative brickwork panels			Windows Double hung
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: North façade of four-story apartment building.</p> 
<p>Property Address: 937 W. Cornelia Ave.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Apartment building</p> <p>Current: Apartment building</p>	
<p>Date of Construction: 1926</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Tudor Revival detailing</p>	
<p>Prepared By: Jay Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	<p>Property Description:</p> <p>The four-story apartment brick-clad building in the Lakeview Neighborhood has a flat roof with parapet. The brickwork on the front façade is laid in a Flemish bond. The centrally located and pointed arch front entrance and flanking windows are framed in stone; the entrance retains its original oak and glass door. Decorative details on the building include stone quoins, sills, stringcourses, and iron balconettes. This building does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p>Stories: 4</p>



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Wrought iron balconettes; stone quoins, entrance, sills, and belt course; brickwork laid in decorative Flemish bond.			Windows Double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of limestone-clad mixed use building.</p> 
<p>Property Address: 3441-3443 N Sheffield Ave</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: The Dark Horse Tap & Grill, Yard Bar & Grill</p>	
<p>Property Use</p> <p>Historic: Commercial</p> <p>Current: Mixed-use</p>	
<p>Date of Construction: 1901</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This three-story mixed-use building in the Lakeview neighborhood has a limestone-clad front façade, and a flat roof and parapet with decorative pinnacles. The first floor has two wood storefronts that currently house bars and feature non-original windows and doors. However, the centrally located wood paneled door with transom leading to the upper floor apartments is original. The upper floors feature two-story window bays and non-original one-over-one and fixed-pane aluminum windows. Decorative detailing includes windows with flat hoods, one window topped by a scallop shell and segmental hood, and another topped by a pediment. The roofline features a stone frieze band and cornice.</p> <p>This building does not feature sufficient distinguishing architectural features to qualify as individually eligible for National Register listing.</p> <p style="text-align: right;">Stories: 3</p>	



Midwest Archaeological Research Services, Inc.
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Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows and doors
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone, brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Decorative pinnacles, window hoods, stone frieze band and cornice			Windows Fixed pane + aluminum sash
Outbuildings (Number and Description)			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: North and west façades 
Property Address: 3447-3457 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1920 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This four-story apartment building in the Lakeview neighborhood is clad in face brick laid in a running bond, which supports a flat roof with a castellated parapet. Windows are 3/1 double-hung with concrete sills and lintels. The building is adorned with concrete quoins, stringcourses, hoods over the entrances, and coping. While largely intact, the property is a typical example of a multi-family residence and does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stringcourses, lintels, sills, coping, castellated parapet			Windows 3/1 double-hung
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 
Property Address: 3505 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1899 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three story residential building in the Lakeview neighborhood has a façade clad in rusticated limestone on the first floor and face brick on the second and third stories, a window bay pavilion topped by a hip, and a flat roof with a parapet. The oak-and-glass door has side lights and a round-arch transom. Above the main entrance are double arched windows on the second and third floors. Other details include stone sill courses, stringcourses, coping and bracketing on the window bay. While largely intact, this building does not possess sufficient architectural characteristics to distinguish it as individually eligible for listing on the National Register of Historic Places.	

Stories:3.5

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick, stone	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Arched windows and doorway, window bay topped with hip roof bracketing, stone sill courses and stringcourses			
Outbuildings (<i>Number and Description</i>) None			Windows 3/1 Double hung

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:



Additional Comments:

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Midwest Archaeological Research Services, Inc.
505 North State Street
Marengo, Illinois 60152
Phone (815) 568- 0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of three-flat residence (above), east façade of garage (below).</p>  
<p>Property Address:</p> <p>3509 N Sheffield Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Flat</p> <p>Current: Flat</p>	
<p>Date of Construction: 1902</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 30 July 2012</p>	<p>Property Description:</p> <p>This three-flat residential building in the Lakeview Neighborhood has a front façade clad in rusticated limestone, a full-height window bay pavilion, a flat roof and parapet. It features a flat-roofed stone front porch with two Ionic columns, balustrade, and stone railings. The oak-and-glass door, side lights and transom are original. The round-arched window above the entrance bay at the third story level can be seen on the photo taken from the Cook County Assessor's website (below). Alterations include the removal of the cornice and replacement of original windows with the current one-over-one aluminum sash and fixed-pane windows.</p> <p>This is a good example of a greystone, a building type that the City of Chicago has recognized through its Historic Greystone Initiative, which promotes the preservation of these ornate, limestone-clad homes by offering technical assistance and financial resources to property owners. However, there are hundreds, if not thousands, of greystone residential buildings in Chicago and dozens in the Lakeview neighborhood. This building does not possess sufficient distinguishing architectural characteristics to distinguish it as individually eligible for listing on the National Register.</p> <p>Stories: 3</p>



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 505 North State Street
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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			Ivy obscures façade
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Ionic stone columns on porch; balustrade above porch			Windows Double-hung
Outbuildings (Number and Description) Frame two-car garage, pyramidal roof with asphalt shingles			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

See Cook County Assessor's photograph dated 2008 that follows.



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COOK COUNTY ASSESSOR'S **Property Search Results**


Property Index Number: 14-20-404-016-0000
Address: 3509 N Sheffield Ave
CITY: Chicago



14204040160000 06/30/2008

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: West façade</p> 
<p>Property Address:</p> <p>3511 N. Sheffield Ave.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Residential</p> <p>Current: Residential</p>	
<p>Date of Construction: 1899</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	<p>Property Description:</p> <p>This three-flat residential building in the Lakeview neighborhood has a façade clad in rusticated limestone, a full-height window bay pavilion, and a flat roof with a parapet. It features a flat-roofed stone front porch with original Ionic columns, balustrade, and stone railings. The oak-and-glass door, side lights and transom also appear to be original. Additional ornamental details include sill and lintel courses, a cornice with dentil molding, and coping. Windows are replacements and consist of 1/1 double-hung sash and fixed-pane.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While largely intact, the property is a typical example of a Chicago greystone and it does not exhibit distinguishing architectural features. It does not meet the threshold for individual listing on the National Register.</p> <p style="text-align: right;">Stories:3</p>

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone, brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Sill and lentil courses, dentil molding, ionic columns, window bay, balcony, cornice and coping			Windows Double hung, fixed pane
Outbuildings (<i>Number and Description</i>) Frame garage with hip roof .			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B <u>C</u>	Significance:

Additional Comments: Photo of garage at rear



CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: West façade</p> 
<p>Property Address:</p> <p>3513 N. Sheffield Ave.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Residential</p> <p>Current: Residential</p>	
<p>Date of Construction: 1901</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	
<p>Property Description:</p> <p>This three-flat residential building in the Lakeview neighborhood has a front façade clad in rusticated limestone, a full-height window bay pavilion, and a flat roof with a parapet. The building has a flat-roofed stone front porch with two limestone columns, an iron balustrade, stone railings and sill courses. The windows are a mixture of 1/1 double-hung sash and fixed pane. Alterations include the removal of the cornice.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>While largely intact, the property exhibits slight alterations. As a typical example of a Chicago greystone, it does not exhibit distinguishing architectural features. It does not meet the threshold for individual listing on the National Register.</p> <p style="text-align: right;">Stories:3</p>	

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
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 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Missing cornice
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Limestone, brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Sill courses, window bay, balcony above entrance			Windows Double-hung and fixed pane
Outbuildings (<i>Number and Description</i>) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

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CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 
Property Address: 3515 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1896 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story multi-residential building located in the Lakeview neighborhood sits on a raised basement clad in brick and is topped with a flat roof and parapet. Face brick covers the façade. A full-height, projecting window bay is present. The windows, which appear to be replacements, include a mix of double hung and casement types. Detailing includes stone sill and lintel courses, brick panels between the floors, a cornice and coping. A set of stone stairs lead to primary entrance, which is covered by double doors topped with a transom. While largely intact, the property is a typical example of a multi-residential residence and does not exhibit sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details window bay, sill and lintel courses, brick detailing, cornice and coping			Windows Double hung and casements
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



Midwest Archaeological Research Services, Inc.
 505 North State Street
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 Phone (815) 568-0680

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of four-story apartment building on the northwest corner of Wilton and Cornelia.</p>
<p>Property Address: 3502-3504 N. Wilton Ave.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Apartment building</p> <p>Current: Apartment building</p>	
<p>Date of Construction: 1927</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular, Bay-Front Apartment Building</p>	<p>Stories: 4</p>
<p>Property Description:</p> <p>This four-story brick-clad apartment building in the Lakeview neighborhood has a flat roof with parapet. It features projecting vertical bays, original doors and windows. Decorative detailing includes brick stringcourses, stone sill courses and sills, a stone belt course at the parapet level, stylized geometric stone motifs, and stonework surrounding the front door. Although the building has very good integrity, it does not possess sufficient distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p>	



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Structural Survey

Integrity: <u>Unaltered</u> Slight Modification Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Brick and stone belt courses, stylized geometric motifs along parapet and surrounding entrance			Windows Double-hung
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: West façade of brick, six-flat residential building.</p> 
<p>Property Address: 3507-3509 N Wilton Ave.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and/or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Flat</p> <p>Current: Flat</p>	
<p>Date of Construction: 1901</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 22 August 2012</p>	
<p>Property Description:</p> <p>This three-story, six-flat apartment building in the Lakeview neighborhood is situated on a raised rusticated-stone-clad basement and has a front façade clad in buff-colored face brick, bay pavilions, a flat roof and parapet. The centrally located entrance features original oak double-doors, each with single-lights, and a semicircular transom. Its stone surround has Doric pilasters topped by an arch comprised of stone voissiors with keystone. The entrance is accessed via a short flight of concrete steps flanked by buff-colored brick piers with stone coping. Detailing includes a bracketed cornice, unadorned frieze band, and rusticated stone lintels and sills. The one-over-one aluminum-sash windows are non-original. This building does not possess sufficient distinguishing architectural characteristics to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 3</p>	



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Bracketed cornice, stone surround at entrance			Windows Aluminum sash
Outbuildings (Number and Description) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:


Additional Comments:

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Midwest Archaeological Research Services, Inc.
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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Not labeled, not in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of four-story, brick apartment building.</p> 
<p>Property Address: 3508-3510 N Wilton Ave.</p>	
<p>HAARGIS Number: Not in database</p>	
<p>Present Owner and /or Occupant: Unknown</p>	
<p>Property Use</p> <p>Historic: Apartment building</p> <p>Current: Apartment building</p>	
<p>Date of Construction: 1928</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style: Vernacular</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 24 July 2012</p>	
<p>Property Description:</p> <p>This four-story apartment building in the Lakeview Neighborhood is clad in buff-colored brick laid in a Flemish bond and has a flat roof with castellated parapet. Windows are double-hung aluminum-sash and have concrete sills. The front entrance features an original oak-and-glass door and concrete surround topped by a fleur-de-lis. The building also features concrete stringcourses and coping. This building does not possess sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register.</p> <p style="text-align: right;">Stories: 4</p>	



Midwest Archaeological Research Services, Inc.
 505 North State Street
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 Phone (815) 568- 0680

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone entrance surround topped by fleur-de-lis motif			Windows Double-hung
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:



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Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: No name given in CHRS</p> <p>Common/Current: Unknown</p>	<p>Photos with Captions: East façade of two-flat greystone residence.</p> 
<p>Property Address:</p> <p>3514 N Wilton Ave.</p>	
<p>HAARGIS Number:</p> <p>Not in database</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Single family residence (1905)</p> <p>Current: Multi-family residence</p>	
<p>Date of Construction: 1901</p> <p>Architect's Name: Not in CHRS</p> <p>Builder/Contractor: Not in CHRS</p>	
<p>Architectural Style:</p> <p>Richardsonian Romanesque</p>	
<p>Prepared By: J. Martinez, M. C. Bird, J. Guarino</p> <p>Photo By: Steve Katz</p> <p>Date: 11 July 2012</p>	<p>Property Description:</p> <p>Stories: 2+</p> <p>This greystone two-flat building with a raised basement in the Lakeview neighborhood has a flat roof with parapet, decorative cornice with dentils, and rusticated stonework. Its stone front porch has columns with foliated capitals and a flat roof topped by a balustrade. The raised basement and first floor each feature round-arched windows, and the second floor window directly above the porch has a transom with art glass.</p> <p>This is a fine example of a greystone, a building type that the City of Chicago has recognized through its Historic Greystone Initiative, which promotes the preservation of these ornate, limestone-clad homes by offering technical assistance and financial resources to property owners. However, there are hundreds, if not thousands, of greystone residential buildings in Chicago and dozens in the Lakeview neighborhood. Although this building exemplifies the greystone residential building type, it does not possess sufficient distinguishing architectural characteristics to distinguish it as individually eligible for listing on the National Register.</p>



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Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions
Condition: <u>Excellent</u> Good Poor			
Additional Alterations Some art glass removed.			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone (front façade); brick (rear and side elevations)	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details Stone porch columns with foliated capitals, art glass in second floor window transom, stone porch topped by balustrade, bracketed cornice with dentils.			Windows Double-hung and fixed-pane
Outbuildings (Number and Description) None			


Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CHRS coded green: properties are generally considered either too altered or lacking individual significance

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

Property Name Historic: Bldg. not labeled Common/Current: Bldg. not labeled	Photos with Captions: West façade 
Property Address: 3515 N. Sheffield Ave.	
HARGIS Number: N/A	
Present Owner and /or Occupant: Unknown	
Property Use Historic: Residential Current: Residential	
Date of Construction: 1896 Architect's Name: Unknown Builder/Contractor: Unknown	
Architectural Style: Vernacular	
Prepared By: R. Ball Photo By: C. Rankin Date: 17 March 2014	
Property Description: This three-story multi-residential building located in the Lakeview neighborhood sits on a raised basement clad in brick and is topped with a flat roof and parapet. Face brick covers the façade. A full-height, projecting window bay is present. The windows, which appear to be replacements, include a mix of double hung and casement types. Detailing includes stone sill and lintel courses, brick panels between the floors, a cornice and coping. A set of stone stairs lead to primary entrance, which is covered by double doors topped with a transom. While largely intact, the property is a typical example of a multi-residential residence and does not exhibit sufficient distinguishing architectural features to qualify as individually eligible for listing on the National Register of Historic Places.	
Stories: 3	

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey


Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details window bay, sill and lintel courses, brick detailing, cornice and coping			Windows Double hung and casements
Outbuildings (<i>Number and Description</i>) None			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments:

CDM Smith
125 South Wacker Drive, Ste. 600
Chicago, IL 60606

Historical Resource Recordation Form

<p>Property Name</p> <p>Historic: Bldg. not labeled</p> <p>Common/Current: Bldg. not labeled</p>	<p>Photos with Captions: West façade</p> 
<p>Property Address:</p> <p>3517 N. Wilton Ave.</p>	
<p>HARGIS Number:</p> <p>N/A</p>	
<p>Present Owner and /or Occupant:</p> <p>Unknown</p>	
<p>Property Use</p> <p>Historic: Residential</p> <p>Current: Residential</p>	
<p>Date of Construction: 1901</p> <p>Architect's Name: Unknown</p> <p>Builder/Contractor: Unknown</p>	
<p>Architectural Style:</p> <p>Vernacular</p>	
<p>Prepared By: R. Ball</p> <p>Photo By: C. Rankin</p> <p>Date: 17 March 2014</p>	<p>Property Description:</p> <p>This three-story multi-residential building located in the Lakeview neighborhood sits on a raised basement clad in rusticated limestone topped with a flat roof and parapet. Smooth block is visible on the parapet. A full-height, projecting window bay is present. The windows are 1/1 double hung, vinyl replacements. Detailing includes stone sill courses, coping and an arch over the third floor window above the entrance. A set of stone steps lead to the primary entrance, a single entry door flanked by side lights. A simple metal handrail is present on the stoop.</p> <p>The property is a Chicago greystone, a property type distinguished by its limestone façade. Reflecting a wide variety of architectural styles, many of the city's greystones were built between 1890s and 1930. There are an estimated 30,000 greystones remaining in the city of Chicago, which are often found within an area defined as a "Greystone Belt" that extends three to seven miles from Chicago's downtown Loop.¹</p> <p>The property does not exhibit sufficient integrity due to alterations and, as a typical example of a Chicago greystone; it does not exhibit distinguishing architectural features. It does not meet the threshold for individual listing on the National Register.</p>

¹ Neighborhood Housing Services of Chicago, http://www.nhschicago.org/site/3C/category/what_is_greystone (accessed April 2, 2014).

CDM Smith
 125 South Wacker Drive, Ste. 600
 Chicago, IL 60606

Structural Survey

Integrity: Unaltered <u>Slight Modification</u> Major Alteration			Additional Notes/Descriptions Replacement windows
Condition: <u>Excellent</u> Good Poor			
Additional Alterations			
Structure Usage Current: NA Historic: NA		Exterior Wall Surface Stone, Brick	
Roof Material Unknown	Roof Features Parapet	Roof Type Flat	
Ornamental Architectural Details window bay, sill course, arched window, and coping			Windows Double hung
Outbuildings (<i>Number and Description</i>) Frame garage with hip roof			

Local Landmark	Y <u>N</u>	
National Register Historic Places	Y <u>N</u>	
National Register Historic District	Y <u>N</u>	Name:
Individually Eligible? No	A B C	Significance:

Additional Comments: Photo of garage at rear



Appendix C

Meeting Summaries and Correspondence

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

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 <i>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.</i> 		
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 <i>J. Mettille: If you will forward the resurvey, the CWC team will double check the surveyed properties in the RPM APE for consistency.</i> - 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. Mettelle 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. Mettillie 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.

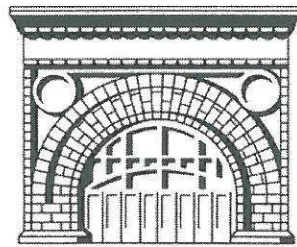
Thank you for the opportunity to review the findings by your team for this project. Please let me know if we can be of further assistance before the next consultation.

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); jlcochran1886@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)

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.

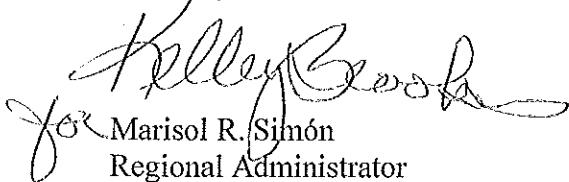
Since that time, the Chicago Transit Authority (CTA) conducted a series of public open houses to engage local stakeholders in the project. At these meetings CTA received multiple comments about the physical transition of the proposed bypass track structure back to the existing Brown Line track structure 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



September 8, 2014

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

RE: Section 106 Consultation Process for the Red-Purple Bypass 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. Over the past months, 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 proposed 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 Red-Purple Bypass 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 Red-Purple Bypass Project at **1:00-4:00 p.m. on Thursday, September 25, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). Please contact CTA's Project Manager, Steve Hands (SHands@transitchicago.com), if you plan on attending the 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:

- Proposed Supplemental Eligibility & Draft Effects Report
- Eligibility CD 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 September 25 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 October 10, 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,

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

Steve Hands
CTA Project Manager



September 8, 2014

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

RE: Section 106 Consultation Process for the Red-Purple Bypass Project

Dear Mr. Halpin:

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. Over the past months, 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 proposed 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 Red-Purple Bypass 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 Red-Purple Bypass Project at **1:00-4:00 p.m. on Thursday, September 25, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). Please contact CTA's Project Manager, Steve Hands (SHands@transitchicago.com), if you plan on attending the 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.

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- 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 September 25 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 October 10, 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,

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

Steve Hands
CTA Project Manager



September 8, 2014

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

RE: Section 106 Consultation Process for the Red-Purple Bypass Project

Dear Mr. Crawford:

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. Over the past months, 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 proposed 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 Red-Purple Bypass 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 Red-Purple Bypass Project at **1:00-4:00 p.m. on Thursday, September 25, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). Please contact CTA's Project Manager, Steve Hands (SHands@transitchicago.com), if you plan on attending the 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:

- Proposed Supplemental Eligibility & Draft Effects Report
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Sincerely,

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Steve Hands
CTA Project Manager



September 8, 2014

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

RE: Section 106 Consultation Process for the Red-Purple Bypass Project

Dear Mr. Miller:

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. Over the past months, 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.

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meeting where we will present our draft findings. We will host a meeting for the Red-Purple Bypass Project at **1:00-4:00 p.m. on Thursday, September 25, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). Please contact CTA's Project Manager, Steve Hands (SHands@transitchicago.com), if you plan on attending the 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.

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Sincerely,

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

Steve Hands
CTA Project Manager



September 8, 2014

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

RE: Section 106 Consultation Process for the Red-Purple Bypass Project

Dear Ms. DiChiera:

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. Over the past months, 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.

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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 Red-Purple Bypass 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 Red-Purple Bypass Project at **1:00-4:00 p.m. on Thursday, September 25, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). Please contact CTA's Project Manager, Steve Hands (SHands@transitchicago.com), if you plan on attending the 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.

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Sincerely,

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

Steve Hands
CTA Project Manager



September 8, 2014

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

RE: Section 106 Consultation Process for the Red-Purple Bypass Project

Dear Ms. Francis:

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. Over the past months, 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 proposed 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 Red-Purple Bypass 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 Red-Purple Bypass Project at **1:00-4:00 p.m. on Thursday, September 25, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). Please contact CTA's Project Manager, Steve Hands (SHands@transitchicago.com), if you plan on attending the 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:

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We will use these materials to guide our discussions during the September 25 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 October 10, 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,

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

Steve Hands
CTA Project Manager



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)

September 8, 2014

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

RE: Section 106 Consultation Process for the Red-Purple Bypass 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. As mentioned in our August 4, 2014 letter, 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 (EAs) 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 Effect (APE) for each EA project.

In April 2014, CTA sent you a status update on the RPM Program. Enclosed, you will find materials summarizing our draft findings for the Red-Purple Bypass Project.

Re: Section 106 Consultation Process for the Red-Purple Bypass 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 Red-Purple Bypass Project at **1:00 p.m. on Thursday, September 25, 2014 at CTA Headquarters** (567 West Lake Street in Chicago). 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 Red-Purple Bypass Project meeting. A call-in option can 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 vicinity.

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

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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

MEETING NOTES

RE: Section 106 Supplemental Eligibility & Effects Meeting
Red Purple Modernization (RPM) Program
Red-Purple Bypass Project

DATE: September 25, 2014

LOCATION: CTA Office/Conference Call

TO: Distribution and All Attendees

ATTENDEES:

Name	Organization
Vanessa Adams	FTA Region V
Mark Assam	FTA Region V
Sheila Clements	FTA Region V
Anthony Greep	FTA Region V
Susan Orona	FTA Region V
Angela Salgado	FTA Region V
Marlise Fratinardo	CTA
Don Gismondi	CTA
Steve Hands	CTA
Mike McLaughlin	CTA
Leah Dawson Mooney	CTA
Carole Morey	CTA
David Halpin	IHPA (by phone)
Matt Crawford	City of Chicago Historic Preservation Division
Eleanor Gorski	City of Chicago Historic Preservation Division
Melanie Moore	Friends of the Parks
Ward Miller	Preservation Chicago
Erica Ruggiero	Preservation Chicago
Lisa DiChiera	Landmarks Illinois
April Manlapaz	Chicago Transit Partners (CTP)
Robert Ball	CWC Transit Group
Michael Booth	CWC Transit Group
Ben Harber	CWC Transit Group
John Mettille	CWC Transit Group
Jenifer Palmer	CWC Transit Group
Rebecca Thompson	CWC Transit Group
Tom Williams	CWC Transit Group
Ellen Stoner	Altusworks Inc.

ISSUE DATE: October 17, 2014

Meeting called to order at 1:00 pm CT

Objective: Red-Purple Bypass Project
Supplemental Eligibility and Effects Meeting for Section 106 Consultation

Item No.	Item Description
1	Welcome/Intro Carole Morey (CTA) provided an introduction to the meeting, welcoming attendees. An extensive public outreach effort has been undertaken to keep stakeholders, aldermen, consulting parties, property owners, and other groups engaged in an open, transparent process. We are here today to discuss how to balance historic considerations with the community's transportation needs.
2	Section 106 Refresher John Mettillie (CWC) reviewed the handouts distributed to attendees and provided an overview of the agenda. Section 106 is one component of the ongoing National Environmental Policy Act (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 Environmental Assessment (EA). Mr. Mettillie reviewed the previously completed Section 106 tasks from the RPM corridor level work and the supplemental work for the smaller EA-level project.
3	Evolution of the RPM Program 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 the Belmont station to the Linden station. Four alternatives were presented during the previous consultation meetings. Based on feedback and implementation considerations, FTA and CTA decided to phase the RPM program to deliver the project within the timeline expected by the public. Phase One includes about \$1.7 billion worth of improvements with a more definitive timeline for implementation.
4	Overview of the Build Alternative Mr. Hands provided a description of the Build Alternative, which includes improving the Brown Line intersection with the Red and Purple lines at the flat junction just north of Belmont station (known as Clark Junction). The current flat junction configuration constrains capacity and travel time reliability. Ridership is growing and already exceeds capacity. The proposed fifth track bypass (Red-Purple Bypass) allows CTA to increase service levels. In addition to the proposed bypass for the Brown Line, CTA would also reconstruct associated mainline track and eliminate some existing slow curves in this area.
5	Proposed Supplemental Eligibility Recommendations Mr. Mettillie reviewed the proposed supplemental eligibility recommendations. The Red-Purple Bypass Area of Potential Effect (APE) boundary generally matches the 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 northern boundary has been reduced to match the project length. An area to the west was added to the APE in response to public comments relating to how the Red-Purple Bypass would transition back to existing infrastructure. Mr. Mettillie reviewed the 2012 eligibility determinations within the Red-Purple Bypass APE and explained the process for the supplemental eligibility analyses conducted in 2014. One additional property is recommended as eligible for the National Register of Historic Places (NRHP) based on the 2014 supplemental surveys: a multi-family residence at 1015 West Newport Avenue.

Item No.	Item Description
	<ul style="list-style-type: none"> Ward Miller (Preservation Chicago) mentioned that there are eight to nine properties further south along Clark Street that he believes should be reevaluated for NRHP eligibility. These properties are important to the context of Wrigleyville; he will include individual addresses in his written comments.
6	<p>Recommendations on Effects on Historic Resources and Preliminary Mitigation Discussion</p> <p>Mr. Mettille reviewed the federal regulations defining effects and the effect summary table slide. Three NRHP eligible resources have been recommended as adversely affected, and are described further in the remaining slides. Resources recommended as not affected or not adversely affected are located further from the project footprint; they may experience disruptions due to construction, but the project would not diminish the characteristics that establish the resources' NRHP eligibility.</p> <p>Mr. Mettille discussed the recommended adversely affected resources:</p> <p>The <u>Linn Funeral Home</u> (3415 N. Clark Street) was identified in the Chicago Historic Resources Survey (CHRS) as Orange-rated; however, it has been heavily modified since the CHRS was completed and is not recommended as NRHP eligible. This property would be demolished.</p> <p>The <u>track structure</u> is recommended as NRHP eligible under Criteria A and C. It would be adversely affected because it would be reconstructed as a modern, aerial structure.</p> <ul style="list-style-type: none"> Mr. Miller asked if there is any intention to retain portions of the historic structure to convey the significance of the old, metal structure. At Belmont, the replaced components have a massive, heavy feel and are not sensitive to the qualities of the historic structure or the community. Mr. Hands explained that there is no plan to replicate the historic design. The proposed cross-section of the Build Alternative includes a closed deck with noise walls to minimize community impacts. The project would reconstruct the Red/Purple line track structure from the end of Belmont station to approximately Newport/Cornelia Avenues. The bypass structure would be about 20 feet higher in elevation than the existing structure at its highest point, but would be much lower when it crosses streets at School Street and Sheffield Avenue. The bypass structure would tie into the existing Brown Line infrastructure on the west between Sheffield and Seminary Avenues. <p>Mr. Mettille explained that separate outreach efforts and analyses will look at other topics, specifically how to best fit the proposed improvements into the surrounding community. As the purpose of the project is to modernize the track structure, the adverse effect cannot be avoided. Potential mitigation options include documenting the structure and/or preparing an interpretive display.</p> <ul style="list-style-type: none"> Mr. Miller indicated that it seems ironic to prepare professional documentation for the structure when the iconic original exists. CTA should aim to preserve the historic features and incorporate context-sensitive features with a similar scale, rather than rebuilding a heavy, new, non-historic concrete structure. Preservation Chicago recognizes improvements are needed, but it should be accomplished in a way that is consistent with the setting. The new structure at Belmont has massive columns and has not been warmly received by the community. Over the next 20 years, will any pieces of the iconic track structure be left? Tom Williams (CWC) stated that from an engineering perspective, there is a need to balance historic preservation goals against modern safety standards, noise impact criteria, and other

Item No.	Item Description
	<p>considerations. You can see daylight through some portions of the existing structure; keeping the existing materials or even 1900s design while satisfying modern standards is not practical. Even if a metal structure were designed, it would not have the same riveted look as the existing structure due to contemporary construction practices.</p> <ul style="list-style-type: none"> • Mr. Miller reiterated that a more sensitive compromise solution should be explored than the mammoth, concrete columns seen at Belmont. • Mr. Hands emphasized that consulting parties should provide written comments following the meeting. If it is possible to note specific concerns or proposed ideas, including examples of modern structures that are sensitive to the surrounding community, it will assist CTA in identifying feasible design solutions that still meet the purpose and need for the project. • Lisa DiChiera (Landmarks Illinois) asked for clarification about noise walls. Mr. Williams explained that noise walls are typically 3.5-foot tall concrete barriers constructed on the outer edge of the track structure to block sound waves generated by train wheels. Slide 20 shows noise walls in place today at Belmont station. • Mr. Miller asked if there are other methods to reduce noise impacts, instead of constructing noise walls. Mr. Hands explained that noise walls are fairly standard for modern transit systems. Steel wheels operating on a steel track are going to make noise, regardless of design details or car specifications. CTA is looking at other mitigation measures beyond sound walls, such as specific rail connection designs to minimize noise. However, adding more trains operating at higher speeds likely requires noise walls. <p>Mr. Mettille discussed the <u>Vautravers building (947-949 West Newport Avenue)</u>, which is NRHP eligible under Criterion C, is a contributor to the NRHP-eligible/local landmark <u>Newport Avenue Historic District</u>, and is a CHRS Orange-rated structure. The Vautravers building would be adversely affected as it falls partially within the footprint of the Build Alternative. He described the features that make the building eligible: there are lots of distinguishing, exterior architectural elements, but one has to look at the building as a whole. The Newport Avenue Historic District would also be adversely affected due to the loss of the contributing Vautravers building.</p> <ul style="list-style-type: none"> • Ms. DiChiera asked whether the property at 938 West Newport, adjacent to the track structure within the Newport Avenue Historic District, would be adversely affected. Under the Build Alternative, the track structure would be located further from the property than it is today; it has been recommended as Not Adversely Affected. <p>Mr. Williams reviewed avoidance alternatives considered for impacts to the Newport Avenue Historic District and Vautravers building. The public suggested considering a tunnel; a tunnel would result in enormous impacts during construction and is not recommended. While it would avoid impacting the Vautravers building, a tunnel would result in far more substantial impacts on the surrounding community. Alternatively, shifting the alignment curve to the east to avoid the Vautravers building would demolish three other historic resources, resulting in greater impacts than the current Build Alternative; an eastern shift is not recommended. Finally, a narrower alignment was considered; however, there is no way to squeeze all four tracks in the 50.5 feet available between the two buildings and still meet modern safety and noise standards.</p>

Item No.	Item Description
	<ul style="list-style-type: none"> Mr. Miller asked whether stacking the tracks could make an avoidance alternative feasible. <i>[Note: this will be addressed in the follow-up Response to Comments.]</i> <p>Mr. Williams explained that several alternatives were considered to minimize effects on the Newport Avenue Historic District and Vautravers building, including relocating the Vautravers building. Moving the entire building is possible although it would be risky and expensive. Relocations to the east or south are constrained by the track structure; moves to the north or west would separate the Vautravers building further from the rest of the district. A parking lot is adjacent to the west of the lot where the Vautravers building currently stands; shifting the building 29 feet west to this lot would move it beyond the project footprint. However, the building's common brick wall then becomes a focal point on Clark Street and the remaining approximately 23-foot wide triangular lot on Newport Avenue and Clark Street does not allow much room for redevelopment.</p> <ul style="list-style-type: none"> Mr. Miller reiterated that the Vautravers building is both NRHP-eligible and a contributor to a NRHP-eligible/local landmark district. It is an important resource. There are precedents throughout the city where other historic buildings have been moved to accommodate modern improvement projects, such as at DePaul Arena. Ms. DiChiera mentioned that, as nearby buildings on the same block would be demolished, there would be additional space to work with, providing greater flexibility and options for relocating the Vautravers building. Ms. Eleanor Gorski (City Historic Preservation Division) emphasized that CTA must explain to the City of Chicago's Commission on Chicago Landmarks why the proposed move would not damage the context of the resource, citing the Harriet Rees house as an example. Although there are past examples of moving buildings over the track structure, this is recognized as impractical today. Mr. Hands explained that CTA is concerned that the remaining lot along Clark between Roscoe and Newport would become a small awkward shape under this mitigation option making it more difficult to redevelop. Community members have expressed concerns about the use of this lot after the project, noting their desire for this lot to be redeveloped to the scale and use currently in the neighborhood, which becomes more difficult if the lots are small and awkwardly shaped. Mr. Miller responded that there are other land uses that could fit the space, potentially an open green space or public art display. He also mentioned that several other buildings in the same block should be reexamined to determine their NRHP potential. <p>Mr. Williams continued his explanation, emphasizing that moving the Vautravers building would have risks and require specialty contractor experience. Ms. Fratinardo (CTA) noted that moving a building typically removes it from the NRHP. A second minimization option was examined: could only a portion of the building be retained, which would preserve its existing location? As part of the recent Brown Line project, CTA applied this methodology at 939 West Armitage, which resulted in relatively high costs to preserve an uninhabitable space. This option is not recommended for the Vautravers building.</p> <p>Mr. Hands described how the previous two minimization options led CTA to consider preserving only the façade, shifting it west about five feet. This would allow the architectural elements of the Vautravers building façade to be retained while the remainder of the block could be redeveloped into a useful space that meets modern codes. Ms. Fratinardo presented a series of renderings to illustrate the</p>

Item No.	Item Description
	<p>concept, which included full façade preservation as well as preserving some key architectural elements by blending them into a modern structure.</p> <ul style="list-style-type: none"> • Ms. DiChiera asked about the feasibility of preserving the façade and the project timeline as no developer has been selected. Is keeping the façade braced for years feasible? • Mr. Hands and Ms. Fratinardo explained that the façade would likely have to be dismantled (especially the fragile copper portions) and reassembled later. Some restoration would be required. If this mitigation option is advanced, the Request for Proposals (RFP) for the site would require the developer to reuse the façade. Ms. Morey noted that the timeline for redevelopment would occur as soon as construction of the bypass was completed. Without environmental clearance, the timeline is not official, but we anticipate construction occurring between 2017 and 2021. • Mr. Miller described his expectation that CTA should treat the project in a “first class” way, preserving the landmark as an intact landmark. The project area is important within the historic context of the Lakeview neighborhood. It acts as a gateway that establishes a sense of place for Wrigleyville. CTA must embrace the historic quality of the neighborhood and be sensitive. His organization has received numerous calls from concerned citizens about CTA’s plans for this area. <p>Mr. Mettille identified other mitigation options that could be considered for the Vautravers building: documentation, educational materials, a historic preservation plan, or defining visual constraints for redevelopment.</p> <ul style="list-style-type: none"> • Mr. Matt Crawford (City Historic Preservation Division) emphasized that the project description should clarify that the project has two parts: constructing a bypass structure for the northbound Brown Line trains and mainline curve straightening. The mainline curve straightening is the portion of the project creating the adverse effect upon the Vautravers Building. • Mr. Miller asked what additional public meetings are planned. Community members are concerned about the number of displacements and want to be engaged. Mr. Hands and Ms. Morey explained that additional outreach activities will occur in the spring once the EA is completed and preliminary engineering investigations can occur. CTA will continue reaching out to community groups. • Ms. Melanie Moore (Friends of the Parks) indicated that community members are concerned about maintaining access to parks. Construction activities should not block access.
7	<p>Schedule/Next Steps</p> <p>Mr. Mettille presented the schedule and next steps. CTA and FTA are currently developing the EA and expect to publish the draft findings in spring/summer 2015. Construction would likely begin in 2017. As noted in the mailed materials provided to attendees, consulting parties should send in comments regarding recommendations on historic impacts and proposed mitigation directly to Steve Hands by October 10, 2014.</p> <p>CTA and FTA expressed their gratitude for the time and effort invested in the project to date.</p>

cc: Attendees



FAX (217) 524-7525

Cook County
Chicago

New Construction of Bypass for the Brown Line at Clark Junction
North of Belmont Station at 945 W. Belmont Ave.

FTA
IHPA Log #001052814

October 9, 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 August 19, 2014 *Proposed Supplemental Eligibility & Draft Effects Report: Red-Purple Bypass Project*. This document states that the elevated track structure and the Vautravers Apartment Building will be adversely effected by the proposed undertaking. We look forward to working with the FTA, the CTA, and our preservation partner in the development of measures to avoid, minimize, and mitigate adverse effects on these properties.

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

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

1 Old State Capitol Plaza
Springfield IL 62701

ILLINOISHISTORY.GOV



October 9, 2014

Steve Hands, Senior Project Manager - Planning
Chicago Transit Authority
567 W. Lake St
Chicago, IL 60661

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Richard Miller

RE: Red-Purple Bypass Project, Proposed Supplemental Eligibility and Effects – Section 106 Consultation Comments

Dear Mr. Hands,

Thank you for the opportunity to review on September 25th the Red-Purple Line Modernization bypass project and the team's findings and recommendations regarding historic properties in the APE. The primary historic building to be impacted by the proposed project is the Vautravers Building, located at 947-949 W. Newport in the City of Chicago Newport Avenue Historic District.

At the September 25th meeting, three mitigation options were suggested for consideration: relocate the building; remove a portion of the building; preserve architectural elements for relocation on a new building. We have the following comments regarding these options:

- We strongly recommend that first and foremost CTA clarify why the Vautravers Building must be moved, disassembled or demolished. The building falls within the "Build Alternative," but the straightening of the track at this location is very minimal and it would be helpful to understand how the building would be physically impacted if left in place or why the track cannot be straightened without impacting the building.
- If a final determination is made that the building will be or must be physically impacted by track straightening, our mitigation preference would be for the building to be fully relocated to the west. While we understand this minimizes the developable open area between the building's west façade and Clark Street, this area could be integrated into a larger new development to the south where CTA will acquire and demolish other non-historic buildings or it could be retained as green or plaza space for the public.
- We do not recommend removing a portion of the building nor saving only architectural elements to be added to a new building. Both of these scenarios are partial preservation solutions that will not retain the integrity of the historic building.

While we understand that a relocation solution will still impact the integrity of the Newport Avenue Historic District, it will retain the streetscape and the historic character of the block and hopefully help guide high-quality design for new development around it.

Lastly, any mitigation option put forth by CTA, as well as an explanation of the need to impact a contributing building to the Newport Avenue Historic District, will need to be reviewed by the Commission on Chicago Landmarks. Their guidance in this matter will be vitally important.

Thank you for the opportunity to review the findings and recommendations by your team for this project. We hope our comments are useful.

Sincerely,

A handwritten signature in black ink, reading "Lisa DiChiera". The signature is fluid and cursive, with the first name "Lisa" and last name "DiChiera" clearly distinguishable.

Lisa DiChiera
Director of Advocacy

cc: Anne Haaker, IHPA
David Halpin, IHPA
Eleanor Gorski, Historic Preservation Division, PDD, City of Chicago
Ward Miller, Preservation Chicago



DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

October 10, 2012

Steve Hands
Chicago Transit Authority
567 W. Lake St.
Chicago, IL 60661
shands@transitchicago.com

Re: Section 106 Consulting Party Comments, Red Purple Modernization Project

Dear Mr. Hands:

Thank you for the opportunity to comment on the September 25, 2014, meeting where the Proposed Supplemental Eligibility and Effects were discussed. Our primary concern is the adverse effect proposed for the Vautravers Building at 947-949 W. Newport in the Newport Avenue District, a designated Chicago Landmark district.

We are pleased that CTA has considered a range of options to mitigate the adverse effect upon the Vautravers Building. As was discussed at the meeting, because the building is located in a designated Chicago Landmark district, any of the mitigation options will need to be approved by the Commission on Chicago Landmarks and City Council. In other cases, the Commission on Chicago Landmarks has approved both relocation of landmarked buildings, and partial demolition, as an alternative to complete demolition when appropriate. Of the range of mitigation options discussed, relocation does the most to mitigate the adverse effect on the historic resource and on the larger Newport Avenue District.

We look forward to continued participation in the review toward a successful conclusion of the process.

Sincerely,

Eleanor Esser Gorski, AIA
Director of Historic Preservation
Historic Preservation Division
Bureau of Zoning and Land Use

Originated by:
Matt Crawford
Historic Preservation Division

Cc: Alderman Thomas M. Tunney, 44th Ward (*via email*)
Ms. Anne Haaker, IHPA (*via email*)

Preservation Chicago

Citizens advocating for the preservation of Chicago's historic architecture

Ward Miller

October 10, 2014

President

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

Adam Natenshon

Vice President*

Re: Red-Purple Bypass Project

Lisa Napoles

Secretary

Dear Mr. Hands,

Charlie Keel

Treasurer

Preservation Chicago would like to thank you for your time and consideration during the Red-Purple Bypass project. We would like to submit our concerns and ideas in writing following the public meeting held September 25, 2014.

Board of Directors

Gladys Alcazar-Anselmo

As discussed in the meeting two of the eight historic resources identified as eligible for the National Register of Historic Places currently face adverse effects; the Elevated Steel Track Structure and the Vautravers Building at 947-949 West Newport Avenue. We understand that retaining the historic track structure may not be feasible, but it was discussed that the design of the new structure should remain as open as possible as to not deter from the existing character of the neighborhood.

Stuart Berman

Nicholas Bianchi

Joyce Jackson

Jacob Kaplan

Charles Leeks

Jack Spicer

Brad Suster

Susannah Ribstein

Charles Vinz

For the Vautravers Building we would like to see the building preserved as a whole by relocating it 29 ft. to the west or by preserving the two main facades by disassembling and storing them during construction and reassembling the facades as part of the new Transit-Oriented Development proposed for that block. Currently, the plan calls for just preserving the secondary façade on the alley up to the bay window. It would be recommended to preserve these two facades in their entirety, so that the view from the public right of way and the view of the historic district appears unchanged, mitigating the adverse effects.

During the meeting we also addressed our concerns for multiple significant, historic resources along the Clark Street corridor that if lost would adversely impact the character and integrity of the Wrigleyville Neighborhood. We feel they should be reassessed as significant to the history and culture of the Lakeview and Wrigleyville communities.

Those properties are:

3334-3344 North Clark Street
3346-3348 North Clark Street
3366 North Clark Street
947 West Roscoe Street
3401-3407 North Clark Street
3413 North Clark Street

We understand these properties are slated for demolition for various purposes and thank you for the opportunity to address these concerns individually through this letter though these properties are not required to be considered based on the findings of the historic resources survey conducted as part of the Red-Purple Bypass Project.

First for 3334-3344 and 3346-3348 North Clark Street we do not see the need to demolish these structures. Based on the map of the Area of Potential Effect, it appears that the track structure will actually be moving further away from the resources and these resources will not interfere with the project.

If these properties were chosen to be staging sites we urge CTA to reconsider the demolition of these properties. We understand the adverse effects upon the community during construction, but construction is only temporary where as once these resources are demolished it will be a permanent adverse impact upon the community.

Second, based on the project materials the track structure will move closer to 3366 North Clark Street. We understand that due to safety requirements discussed during the meeting there must be a certain clearance between the surround built environment and the track which if this building were to stay in place, those safety requirements would not be met. We would like to recommend that the primary front façade be disassembled during construction and reassembled and any missing historic features restored as part of the new development proposed for that site. This would help to lessen the effects of the complete loss of this property as part of the Clark Street streetwall and historic fabric of Wrigleyville.

Next, based on the project materials received we don't see any interference from 947 West Roscoe Street and the proposed bypass project. We recommend the preservation of this historic resource which currently stands at the intersection of Clark and Roscoe Streets, one of very few intersections throughout the city of Chicago to still retain all four of its original buildings.

Located on the northwest corner of the Clark and Roscoe intersection is 3401-3407 and 3413 North Clark Street. We would like to see both properties preserved through this project. We understand that both properties fall within the footprint of the track alignment section of this project and recommend the preservation of the two primary facades of 3401-3407 North Clark Street and front façade of 3413 North Clark Street to be fully reassembled and incorporated into the Transit-Oriented Development proposed for the site. The facades of these properties and any other facades recommended for preservation should be reassembled as close to their original location as possible.

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 all historic resources with the Area of Potential Effect that will experience an adverse effect be documented in the Historic American Buildings Survey or the Historic American Engineering Record before construction begins.

Preservation Chicago is honored to be a part these on-going efforts to alleviate adverse impacts to our city's unique and significant architectural history and will continue to offer our support and resources in any way they are needed.

Sincerely,

A handwritten signature in black ink that reads "erica ruggiero". The script is cursive and lowercase.

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

October 3, 2014

Mr. Steve Hands
Chicago Transit Authority
567 W. Lake Street, 10th Floor
Chicago, IL 60661

Dear Mr. Hands,

Friends of the Parks is pleased to participate on the Red-Purple Bypass 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.

While the Section 106 review deals with historic buildings, the federal Section 4F process must consider the impacts of the Red-Purple Bypass Project has on parks. We have concerns about the following parks that are in close proximity to the project. We would like to ensure that the following parks remain accessible during the construction process.

Martin Playlot - 922 W. Fletcher Street, 0.13 acres, playground
Kenmore Playlot Park -3141 N. Kenmore Avenue, 0.14 acres, playground

Friends of the Parks is in favor of the relocation option for the Vautravers Apartment Building that includes the creation of open space on Clark Street.

Thank you for including Friends of the Parks in the Section 4F review process. FOTP looks forward to completing site visits in the future.

Thank you for your consideration of this request.

Sincerely,

Melanie Moore
Director of Policy
Friends of the Parks

RPM: Red-Purple Bypass Project

Summary of Written Comments Received from Section 106 Consulting Parties

CTA received comments from all consulting parties. We thank all of our consulting parties for providing input on this project.

1. We concur with the findings presented in the Proposed Supplemental Eligibility & Draft Effects Report. [IHPA]

IHPA concurrence with the proposed supplemental eligibility and effects findings will be noted in the NEPA document.

2. Parks in the vicinity of the project should remain accessible during construction. [Friends of the Parks]

No parks fall within the footprint of the identified area of potential effect (APE); however, parks will be discussed further in the project's NEPA document, which is expected to be published in spring 2015.

3. The design of the new track structure should remain as open as possible to not deter from the existing character of the neighborhood. [Preservation Chicago]

Specific language regarding mitigation commitments will be included in the Memorandum of Agreement (MOA), which will be discussed with consulting parties in early 2015. As part of preliminary engineering tasks that have just begun, CTA will be examining the feasibility and cost implications of a context sensitive design concept to reduce the visual impact of the new track structure on the character of the surrounding community. If any consulting parties have identified particular locations – either in Chicago or another metropolitan area – where an elevated track structure embodies the type of context sensitive design elements that should be considered for the Red Purple Bypass Project, please send these examples to Steve Hands (SHands@transitchicago.com).

4. CTA should clarify why the Vautravers Building must be moved, disassembled, or demolished. [Landmarks Illinois]

The Vautravers Building lies within the footprint of the proposed Build Alternative. Due to the narrow right of way and curved track alignment, the building is just seven feet from the centerline of the nearest track, which does not meet CTA's minimum outside clearance design criteria. The current distance between adjacent tracks (track spacing) also does not meet

CTA's minimum requirements. The Build Alternative would straighten this curve, eliminating the existing speed restrictions for both Red and Purple lines in this area and meeting minimum track spacing requirements. Sufficient track spacing would improve worker safety by providing adequate room for maintenance activities. In addition to improving speed, the Build Alternative would allow for the necessary space to install noise barriers that would minimize noise and vibration impacts to the surrounding community.

As it is currently defined, the Build Alternative would require that the easternmost 29 feet of the building be removed to accommodate the proposed improvements. Physically, this includes the triangular portion of the building east of the central window bay fronting Newport Avenue and the alley. A number of other concepts were explored to avoid impacting the Vautravers Building yet each concept would result in additional impacts to other historic properties. For example:

- CTA examined the feasibility of shifting the track structure east to avoid the Vautravers Building. An eastern shift would displace at least four buildings east of the track structure: the NRHP-eligible Slaymaker Gallery at 934-936 West Roscoe Street; the greystone flat at 937 West Newport Avenue that contributes to the Newport Avenue District; the greystone flat at 938 West Newport Avenue, which is individually NRHP-eligible and contributes to the Newport Avenue District; plus the four story apartment building at 937 West Cornelia Avenue.
- CTA also considered alternatives to reduce the width of the improved cross-section in an attempt to find a configuration that would safely fit in the 50'5.5" inches of clear space between the Vautravers Building and the contributing greystone at 937 West Newport Avenue. The recommended cross-section for the Build Alternative requires 56 feet of right-of-way to meet modern safety standards and allow for noise barriers.

A minimal clearance of 53'-4" feet is required to meet modern spacing standards without noise barriers, which in this area is still too wide to fit between the adjacent buildings. This minimal cross section would not include noise barriers, so the adjacent community would experience elevated noise levels.

Stacking the tracks to create a two-level structure could also reduce the required clearance. Elevating only the easternmost line (Track 4) would require 54'4" of clear space, which would still be too wide to fit between the two existing buildings. Elevating the two outer tracks (Tracks 1 and 4) requires 40'4" of clear space. While this cross-section would fit within the available horizontal clearance, the configuration cannot fit longitudinally, i.e., the ramp cannot begin to rise until passing beneath the Brown line bypass so it is not

possible to attain the needed vertical clearance for stacked tracks until much further north. Therefore, this configuration is not feasible to avoid impacting the Vautravers Building.

No other alternatives have been identified that would satisfy the project purpose and result in fewer adverse effects to historic resources.

5. We are in favor of the relocation option for the Vautravers Building, creating an adjacent open space. [Friends of the Parks, Landmarks Illinois, DPD Landmarks]

Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015. CTA plans to commit to exploring relocation of the Vautravers Building by examining the feasibility of this option within existing site constraints. As part of the project engineering phase, CTA will examine a variety of factors, including: costs and risks associated with moving the aging masonry building; whether the adjacent lot is available for purchase; and how the relocation would affect the project scope, timeline, and redevelopment potential. Future discussions on potential new open space in this area will require a detailed analysis of community needs and local input; Section 106 input is one of many factors that must be balanced in the decision-making process. Subsequent commitments regarding the Vautravers Building will be conditional upon the outcome of this analysis and additional Section 106 consultation.

6. We are in favor of the relocation option for the Vautravers Building or of preservation of the two main facades as part of the proposed TOD. [Preservation Chicago]

Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015. CTA will investigate the feasibility of relocating the Vautravers Building outside the project footprint. Subsequent commitments regarding the Vautravers Building will be conditional upon the outcome of this analysis and additional Section 106 consultation. CTA also plans to commit to developing a Neighborhood TOD Plan to define how redevelopment should occur to fit the context of the neighborhood.

7. Neither removing a portion of the Vautravers Building nor saving architectural elements would retain integrity of the historic building. [Landmarks Illinois]

CTA plans to commit to exploring relocation of the Vautravers Building by examining the feasibility of this option. Subsequent commitments regarding the Vautravers Building will be conditional upon the outcome of this analysis and additional Section 106 consultation. Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015. It should be noted that further

coordination with the Chicago Landmarks Commission will occur following the conclusion of the Section 106 and NEPA processes to address local procedural requirements as the Vautravers Building is a contributing resource within a local landmark district.

8. Six properties should be reassessed to determine their significance to the history and culture of the Lakeview and Wrigleyville communities: 3334-3344 N Clark St, 3346-3348 N Clark St, 3366 N Clark St, 3401-3407 N Clark St, 3413 N Clark St, 947 W Roscoe St. [Preservation Chicago].

All six properties were examined in 2012 and were subsequently determined that they did not possess sufficient integrity and significance to qualify as individually NRHP eligible or as a potential NRHP district. The SHPO and FTA have concurred with these eligibility recommendations. No consulting parties raised further consideration of these buildings during the eligibility phase of the Section 106 consultation process. No additional information has been identified that would change this determination.

9. CTA should reexamine whether 3334-3344 N Clark St and 3346-3348 N Clark St must be demolished as the track appears to move further from these structures. [Preservation Chicago]

As these buildings are not NRHP eligible, they are not protected by the National Historic Preservation Act. However, the NEPA document being prepared for this project will provide further details on the property impacts required and examine the impacts of the Build Alternative on neighborhoods and communities.

10. CTA should preserve the primary façades of 3366 N Clark St, 3401-3407 N Clark St, and 3413 N Clark St and restore/reassemble each following construction. [Preservation Chicago]

As none of these buildings is NRHP eligible, they are not protected by the National Historic Preservation Act. However, the NEPA document being prepared for this project will provide further details on the property impacts required and examine the impacts of the Build Alternative on neighborhoods and communities.

11. CTA should reexamine whether 947 W Roscoe St must be demolished. [Preservation Chicago]

As the building is not NRHP eligible, it is not protected by the National Historic Preservation Act. However, the NEPA document being prepared for this project will further detail reasons for property impacts required and examine the impacts of the Build Alternative on neighborhoods and communities.

12. Educational opportunities discussed during the public meeting should go forward. All adversely affected historic resources within the APE should be documented prior to construction. [Preservation Chicago]

Specific language regarding mitigation commitments will be included in the MOA, which will be discussed with consulting parties in early 2015. At this time, CTA plans to prepare educational materials for the track structure in coordination with a similar commitment for the Wilson Transfer Station Project to cover the entire North Red Line. The MOA will detail appropriate documentation of historic resources within the APE.

Updated Noise/Vibration Analysis

An updated noise and vibration analysis was conducted in Summer 2014 to supplement the corridor-level preliminary analysis summarized in the *Proposed Supplemental Eligibility and Draft Effects Report*. The assessment included an examination of existing noise and vibration levels and measurements of noise and vibration at existing CTA structures similar to what would be constructed for the Build Alternative to predict future levels. The full analysis will be presented in the Environmental Assessment (EA), which is expected to be published in spring 2015. The updated noise and vibration findings are consistent with the preliminary results summarized in the *Proposed Supplemental Eligibility and Draft Effects Report*.



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

REGION V
Illinois, Indiana,
Michigan, Minnesota,
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200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

January 21, 2015

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JAN 26 2015

PRESERVATION SERVICES

IHPA REVIEW

H/A _____
AC _____
AR _____
File _____

Rachel Leibowitz, Ph.D.
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701

Re: CTA North Red and Purple Modernization, Red-Purple Bypass Project, IHPA Log
001052814: FTA Section 106 Eligibility and Effects Determination, Revised

Dear Ms. Leibowitz:

On December 9, 2014, the Federal Transit Administration (FTA) submitted correspondence to the Illinois Historic Preservation Agency (IHPA) for the Chicago Transit Authority (CTA) Red and Purple Modernization Project (the Project), located in Cook County, Illinois. The correspondence requested IHPA concurrence on eligibility and effects determinations pursuant to Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations at 36 C.F.R. § 800. Our correspondence identified eight (8) resources that were either listed on or eligible for the National Register of Historic Places (NRHP). Two of these resources would experience an Adverse Effect as a result of the Project:

- The Elevated Track Structure; and
- The Vautravers Building at 947-949 W. Newport Avenue, proposed for demolition/displacement.

Your office provided concurrence with these determinations in correspondence dated December 22, 2014.

We have since revised the Project effects to include the Newport Avenue Historic District, a City of Chicago Landmark District, as eligible for the NRHP. The Vautravers Building is a contributing resource to this historic district. The City of Chicago, as a participant in the National Park Service Certified Local Government Program, previously requested that the Newport Avenue Historic District be certified as eligible for the NRHP. In 2006, the Secretary of the Interior certified the district as substantially meeting NRHP requirements. The Newport Avenue Historic District was discussed as a NRHP-eligible resource at the September 25, 2014 RPM Section 106 consulting party meeting yet we did not include the Newport Avenue Historic District in our December 9th letter to you. This was an oversight.

Re: CTA North Red and Purple Modernization, Red-Purple Bypass Project, IHPA Log
001052814: FTA Section 106 Eligibility and Effects Determination, Revised

The Project documentation now includes one additional NRHP-listed or eligible resource, for a total of nine (9), and one additional **Adverse Effect**, for a total of three (3), as follows:

- The Newport Avenue Historic District, due to the demolition/displacement of the Vautravers apartment building, a district contributing resource.

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
Steve Hands, CTA

CONCUR

By: R. Leibowitz
Deputy State Historic Preservation Officer

Date: 2/5/15 SM



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 21, 2015

Rachel Leibowitz, Ph.D.
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701

Re: CTA North Red and Purple Modernization, Red-Purple Bypass Project, IHPA Log
001052814: FTA Section 106 Eligibility and Effects Determination, Revised

Dear Ms. Leibowitz:

On December 9, 2014, the Federal Transit Administration (FTA) submitted correspondence to the Illinois Historic Preservation Agency (IHPA) for the Chicago Transit Authority (CTA) Red and Purple Modernization Project (the Project), located in Cook County, Illinois. The correspondence requested IHPA concurrence on eligibility and effects determinations pursuant to Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations at 36 C.F.R. § 800. Our correspondence identified eight (8) resources that were either listed on or eligible for the National Register of Historic Places (NRHP). Two of these resources would experience an Adverse Effect as a result of the Project:

- The Elevated Track Structure; and
- The Vautravers Building at 947-949 W. Newport Avenue, proposed for demolition/displacement.

Your office provided concurrence with these determinations in correspondence dated December 22, 2014.

We have since revised the Project effects to include the Newport Avenue Historic District, a City of Chicago Landmark District, as eligible for the NRHP. The Vautravers Building is a contributing resource to this historic district. The City of Chicago, as a participant in the National Park Service Certified Local Government Program, previously requested that the Newport Avenue Historic District be certified as eligible for the NRHP. In 2006, the Secretary of the Interior certified the district as substantially meeting NRHP requirements. The Newport Avenue Historic District was discussed as a NRHP-eligible resource at the September 25, 2014 RPM Section 106 consulting party meeting yet we did not include the Newport Avenue Historic District in our December 9th letter to you. This was an oversight.

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001052814: FTA Section 106 Eligibility and Effects Determination, Revised

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- The Newport Avenue Historic District, due to the demolition/displacement of the Vautravers apartment building, a district contributing resource.

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,

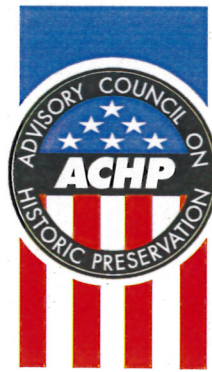
A handwritten signature in black ink, appearing to read "Marisol R. Simón". The signature is fluid and cursive, with the first name "Marisol" being more prominent than the last name "Simón".

Marisol R. Simón
Regional Administrator

CC: Mark Assam, FTA
Reginald Arkell, FTA
Tony Greep, FTA
Michael McLaughlin, CTA
Steve Hands, CTA

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



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:

- (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.

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 a similar meeting will occur for the Red-Purple Bypass Project on the same day at 2:00 PM; you will receive a separate letter for the Red-Purple Bypass Project if you are participating in that consultation process.

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 Steve Hands at SHands@transitchicago.com 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 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 'SH', is placed above the printed name of the sender.

Steve Hands
CTA Project Manager



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:

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Sincerely,

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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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Sincerely,

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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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Sincerely,

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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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Sincerely,

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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:

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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.

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).

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 Steve Hands at SHands@transitchicago.com 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 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 "SH", is placed over a faint, light blue rectangular background.

Steve Hands
CTA Project Manager



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 Red-Purple Bypass 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 0.3-mile long Red-Purple Bypass 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 a September 25, 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 consulting parties, FTA has determined that the Red-Purple Bypass Project would result in an adverse effect on three resources eligible for or listed on the National Register of Historic Places (NRHP):

- The Elevated Track Structure;
- The Vautravers Building; and
- The Newport 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 three adversely affected resources.

Re: Section 106 Consultation Process for the Red-Purple Bypass 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 Red-Purple Bypass Project at **2:00 PM 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 Lawrence to Bryn Mawr Modernization Project on the same day at 11:00 AM.

You will also receive an electronic invitation for the March 24, 2015 Red-Purple Bypass 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

DRAFT MEMORANDUM OF AGREEMENT

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

**REGARDING THE RED-PURPLE BYPASS 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 Red-Purple Bypass Project (the Project) in Chicago, Illinois; and

WHEREAS, the Project consists of constructing a new fifth track bypass for the Brown line at Clark Junction in the Lakeview neighborhood, in addition to modernizing approximately 0.3 miles of the mainline Red and Purple line track structure from just north of Belmont station in the south to the segment of track between Newport and Cornelia Avenues on the north; and

WHEREAS, FTA has defined the Project's Area of Potential Effect (APE) as depicted 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 eligible Vautravers Building (947-949 West Newport Avenue), and the NRHP eligible Newport 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 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. CTA will develop an interpretive exhibit for installation within the project area discussing the history and context of the elevated North Red Line, specifically highlighting the technology and material components associated with the elevated track structure. The exhibit will be designed in consultation with a qualified historian or architectural historian who will 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 will 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 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 will 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. Vautravers Building and Newport Avenue District

It should be noted that the Vautravers Building is a local landmark and is subject to the permitting process established for Chicago Landmarks in addition to measures described herein.

1. During the pre-construction project development process, CTA will examine the feasibility and cost implications of relocating the entire Vautravers Building. CTA, in coordination with FTA, will ultimately determine whether relocating the entire Vautravers Building is a viable option and a prudent expenditure. The determination of viability and prudence will be based on the ability to meet the following criteria:

- i. The building can be moved without compromising the structural integrity to a degree that impacts its function. This determination will be based on an on-site inspection by a structural engineer to determine if the building's current condition can withstand a move, as well as whether its condition would be habitable afterwards.
- ii. The property (3427 N Clark Ave), on which the building would have to be moved, can be acquired.
- iii. The process of moving the building can be completed in a timely manner without impacting the project construction schedule.
- iv. The full cost of moving the building under these conditions does not exceed \$3.0 million¹, inclusive of all risks associated with moving the aging masonry building.

CTA will provide the results of this examination, as well as the proposed next steps, in a stand-alone written document to the IHPA and the consulting parties.

2. If FTA and CTA determine that relocation of the Vautravers Building represents a viable option and prudent expenditure, Stipulations I.B.2.i-iii shall be implemented once all project funding and approvals have been secured:
 - i. CTA will move the Vautravers Building (i.e., the entirety of the building above the foundation) approximately 29 feet to the west, and place it on a new foundation. The work will be performed by a professional who has the demonstrated capability to move historic buildings.
 - ii. CTA will solicit input from community stakeholders to determine whether any remaining open space surrounding the relocated Vautravers Building should be made available for redevelopment or preserved as open space upon completion of the Project.
 - iii. CTA will coordinate with the Commission on Chicago Landmarks to update the 2004 Landmark Designation Report prepared for the Newport Avenue District. The update will reflect an expansion of the district boundary on the western side, shifted west to include the entirety of the relocated Vautravers Building.
3. Otherwise, if FTA and CTA determine that relocation of the Vautravers Building does not represent a viable option or prudent expenditure, Stipulations I.B.3.i-iv shall be implemented once all project funding and approvals have been secured:
 - i. CTA will solicit feedback from the IHPA and the consulting parties regarding which, if any, key architectural features of the Vautravers Building should be removed and preserved prior to demolition. The key architectural features could include copper detailing on the window bays, dentil molding, stone archway, stone pediment, and stained glass transom above the entry door.

¹ This number is a placeholder based on general considerations of what costs may be required to move a building. This number will be updated based on additional considerations specific to this property prior to executing the MOA.

CTA will solicit feedback on the use of any key architectural features preserved. Options to be considered would be physically incorporating the key architectural features into a potential redevelopment occurring on the block bounded by Newport Avenue, Clark Street, and the elevated Red and Purple line track structure, or making the features available to an architectural material preservation organization. CTA will incorporate appropriate commitment language into its solicitation package for development proposals.

- ii. CTA will solicit feedback from the IHPA and the consulting parties regarding other aesthetic considerations, such as height, surface materials/treatments, setbacks, etc., for any redevelopment occurring on the block bounded by Newport Avenue, Clark Street, and the elevated Red and Purple line track structure. CTA will seek input from IHPA and the consulting parties prior to completion of a solicitation package for development proposals. CTA will incorporate appropriate commitment language into its solicitation package for development proposals.
- iii. Prior to any demolition of the Vautravers Building, CTA will prepare Illinois Historic American Building Survey (IL HABS) documentation for the existing building. IL HABS documentation will be provided to IHPA for review and approval prior to any demolition.
- iv. CTA will coordinate with the Commission on Chicago Landmarks to update the 2004 Landmark Designation Report prepared for the Newport Avenue District. The update will reflect that the Vautravers Building is no longer a contributing element to the district. The western boundary of the district will be shifted east of the track structure.

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 VI 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 the consulting parties 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 report 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: _____

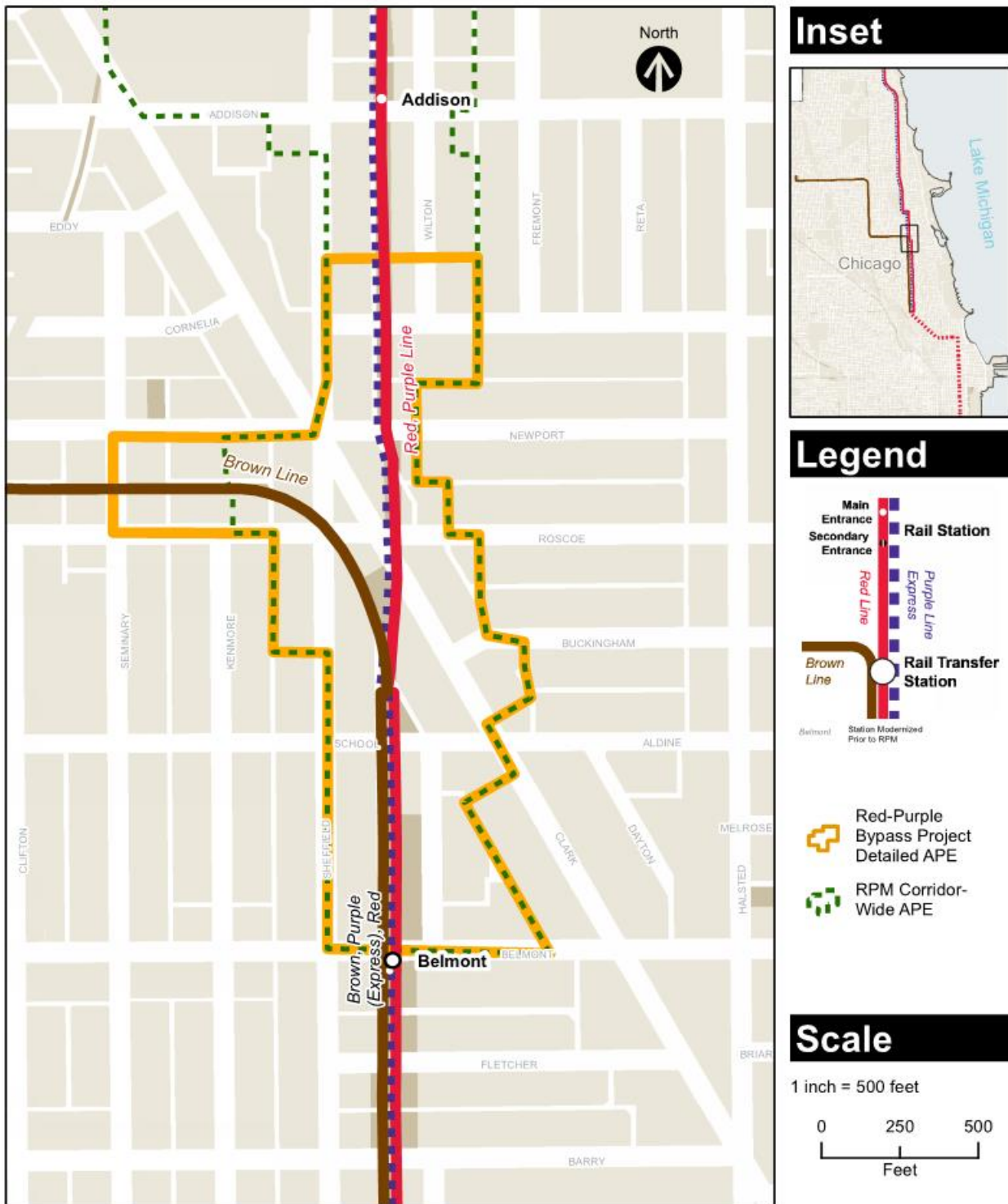
Date: _____

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

In addition to the SHPO and THPO mentioned above, CTA invited a number of organizations to participate as part of the Section 106 process in July 2012. 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

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

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

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

MEETING NOTES

RE: Section 106 Memorandum of Agreement Meeting
Red-Purple Bypass Project

DATE: March 24, 2015, 1:00 p.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
Cindi Ganzel	Chicago Transit Partners (CTP)
Suzie Mosher	Chicago Transit Partners (CTP)
Dean Simpson	Chicago Transit Partners (CTP)
Marlise Fratinardo	CTA
Steve Hands	CTA
Mike McLaughlin	CTA
Carole Morey	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
Ward Miller	Preservation Chicago

Item No.	Item Description
1	<p>Welcome/Intro</p> <ul style="list-style-type: none"> • Steve Hands (CTA) welcomed attendees. • 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 September 2014. The Red-Purple Bypass Project is in the City of Chicago, from Belmont station on the south to the segment of track between Newport and Cornelia Avenues on the north in the Lakeview community. The project includes constructing a new fifth track bypass for the Brown Line (where the Red, Purple, and Brown Lines all converge) and modernizing mainline Red and Purple line tracks with some curve straightening. • The focus of today's meeting is to go over provisions for the Memorandum of Agreement (MOA) for the Red-Purple Bypass Project. These provisions are proposed mitigation for effects on National Register eligible historic resources that could be affected by the project. 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.
2	<p>Elevated 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 reconstruct the mainline track structure to a closed deck aerial structure with noise barriers. There are three stipulations proposed to mitigate this adverse effect, as noted in the Draft MOA document. The stipulations note that visual and aesthetic considerations would be included in the design-build bid process to award greater points to contractors with approaches that consider the aesthetic qualities of the historic track structure in their designs. In addition, CTA is committed to developing an interpretive display within the project area discussing the history and context of the North Red Line, specifically highlighting the technology and material components of the steel track structure. The final stipulation proposed would involve preparing Historic American Engineering Record (HAER) documentation for the historic track structure, a common measure. • Ward Miller (Preservation Chicago) noted that earlier comments from Preservation Chicago requested that CTA and FTA reconsider the historic eligibility of a set of buildings along Clark Street, currently proposed as property displacements as part of the project. Preservation Chicago cited additional details (e.g. architect, construction date, former tenants, etc.) on these buildings and would like CTA to further consider their historic eligibility. Ward Miller noted that loss of the streetwall due to demolition of the buildings will be upsetting for many people. CTA should consider shaving the backs off the buildings only to the extent it is necessary to accommodate the expanded ROW. <ul style="list-style-type: none"> ○ CTA, FTA, and IHPA staff noted that the previous consultation meeting reviewed eligibility and effects determinations and that both FTA and IHPA have concurred with the findings on eligibility and effects for the project. All buildings within the Area of Potential Effect (APE) were surveyed, including the ones noted by Preservation Chicago, which were found to be not eligible for listing on the National Register of Historic Places (NRHP). Following that consultation meeting and as part of responses to comments, the historic project team re-investigated these properties and confirmed that they are not eligible. No additional information has been provided to date that would overturn this finding. ○ CTA staff further noted that eligibility and effects for the original 9.6-mile corridor were

Item No.	Item Description
	<p>addressed in Section 106 consultation in 2012, and there was a supplemental eligibility and effects consultation point last fall (September 2014) for the Phase I project. As such, this meeting is concerning the Draft MOA and does not revisit eligibility and effects findings.</p> <ul style="list-style-type: none"> ○ FTA staff noted that while these other buildings may not be eligible for listing from a historic standpoint, they are addressed under the National Environmental Policy Act (NEPA) process that is currently being conducted. As such, there will be an opportunity to provide comments on these displacements as part of that process.
3	<p>Vautravers Building and Newport Avenue Historic District</p> <ul style="list-style-type: none"> • Ms. Thompson noted that there is an adverse effect to the Vautravers Building as a result of the project. To modernize the mainline track, the existing building, which is directly adjacent to the track, would be affected. Because the Vautravers Building is a contributing element to the National Register eligible Newport Avenue Landmark District, there would be an adverse effect to the district as well. Further, the building was rated as Orange in the Chicago Historic Resources Survey. At the previous consultation meeting, CTA reviewed several alternatives for mitigating this effect and the MOA was drafted to incorporate the feedback received. As CTA is early in the preliminary design process, there are too many unknowns to unconditionally commit to moving the building; instead, the draft MOA describes a process that will be followed. The preferred option is to relocate the building but a back-up plan is outlined if moving the building is not found to be viable/prudent. <ul style="list-style-type: none"> ○ The preferred option in the MOA is to move the building approximately 30 feet west, beyond the footprint of the proposed build alternative. The proposed location is an adjacent vacant parcel of land that CTA intends to acquire. CTA has identified four criteria to determine whether the building could be moved while remaining functional and at a reasonable cost. A detailed structural assessment would be required. If moving the building is determined as viable and prudent, the building would be moved. Also, CTA would solicit input from community stakeholders on adjacent redevelopment and would update the city's landmark designation report. ○ Otherwise, if moving the building is determined not viable and prudent, stipulations note that portions of the building would be preserved, CTA would solicit consulting party input to define TOD redevelopment constraints, Historic American Building Survey (HABS) documentation would be prepared, and the city's landmark designation report would be updated. • Mr. Hands noted that a \$3 million placeholder was included in the draft MOA based on a preliminary review and conceptual cost estimate for moving the building. Based on additional engineering analysis, CTA plans to update the MOA language to note a threshold of \$3.4 million to define one of the four feasibility criteria for moving the building. This is a conservative estimate and assumes that some upgrades would be needed to meet building codes. <ul style="list-style-type: none"> ○ Rachel Leibowitz (IHPA) asked for clarification on what "building upgrades" are assumed and asked whether the building is currently occupied. Mr. Hands noted that it is currently occupied. For the purposes of the cost estimate, CTA assumed that a new foundation must be dug; hydraulic jacks at basement level would shift the existing structure to the new foundation. Therefore, new utility connections (e.g. plumbing and electrical) would be required. CTA assumes that any move would require CTA to bring the building up to modern electrical and fire codes. The current building is grandfathered as its construction predates current building codes.

Item No.	Item Description
	<ul style="list-style-type: none"> ○ Ms. Leibowitz asked City of Chicago historic staff (Matt Crawford) if there are any internal issues that need to be addressed from a historic perspective. Mr. Crawford noted that the Landmarks Commission only considers the exterior and rooflines of buildings. • Mr. Miller noted that the Vautravers Building is a Chicago Landmark Building in a Landmark District. As such, Preservation Chicago would like to see a firm commitment to moving the building. Most recently, the Harriet Rees building was moved in the City of Chicago and there is no reason why CTA should not be able to move this building as well. It would set a bad precedent in Chicago to not go with high thresholds for moving an important historic resource as part of such an expensive project. If there is more structural support needed to move this building, then that is something that should be committed to. Conserving or salvaging pieces of the building makes no sense and takes the historic qualities out of their context. ○ Mr. Hands, Mr. Assam, and Ms. Clements noted that this project is still undergoing environmental review under NEPA. Environmental clearance of the project is not yet complete. Until that clearance is provided, CTA cannot take ownership of the building and therefore cannot do the full structural analysis until ownership is taken. CTA has noted that it is the agency's preference to move the building and will make efforts to do so if it is possible. Additional provisions are provided in the MOA to make sure there is some alternative measure available if for some reason it becomes impossible to move the building. There is also a provision in the MOA that notes that if for any reason FTA and CTA determine that the building cannot be moved, there would be additional consulting party and IHPA outreach required. This lays out a complete process when all outcomes are not known yet. However, fiscal constraints are a reality in today's climate of limited budgets. ○ Mr. Miller noted that the existing language defining CTA's preferred plan seems heavy on safety precautions. Language should also better define the terms "viable" and "prudent" or use different wording, like "priority" in referring to the building move. The MOA should note that CTA and FTA see moving the building as a priority. • Mr. Crawford added that a cost comparison with the recent Harriet Rees move would be valuable although the City does not have this information. Mr. Crawford further noted that whatever is done, this would need to go before the Landmarks Commission and City Council. This coordination requirement should be reflected in the MOA language and is more important than the landmark report update stipulation. Mr. Hands asked Mr. Crawford to provide recommended text. ○ Mr. Hands added that CTA did consider available information on the Harriet Rees relocation in the basis for the cost estimate. One challenge to getting a more detailed cost estimate is that any contractor who assists in preparing the estimate would likely be precluded from submitting a bid on the actual job.
4	<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.

Item No.	Item Description
	<ul style="list-style-type: none"> • The EA document will be published in the coming months. All attendees are on the RPM mailing list and will receive a notification as soon as the document is published. • 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

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.