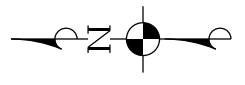
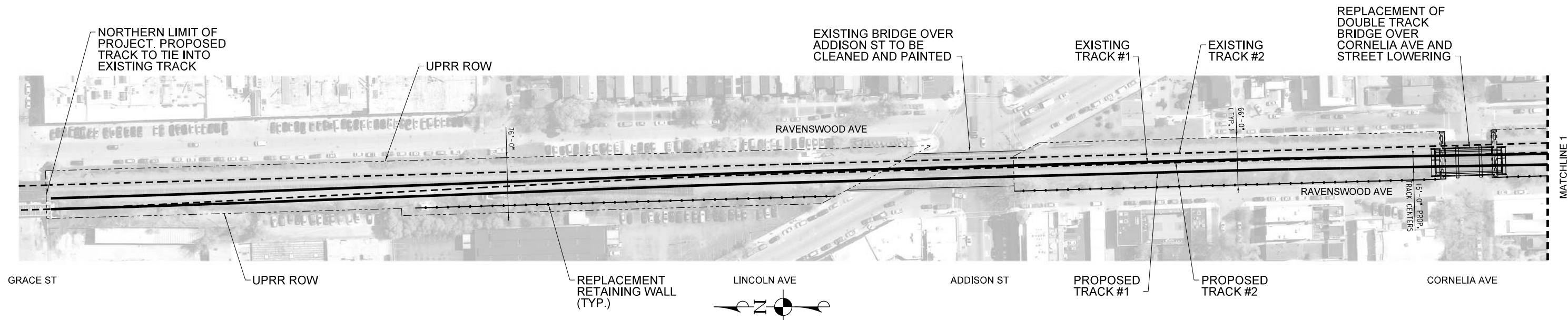
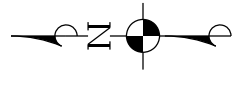
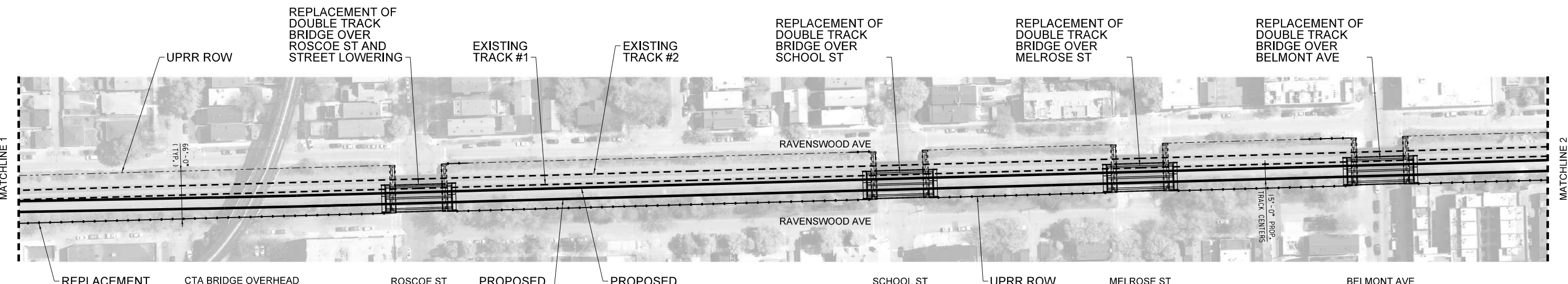


Appendix A

Project Improvement Footprint



PLAN
SCALE: 1/4" = 1' - 0"



PLAN
SCALE: 1/4" = 1' - 0"

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION

SUB CONSULTANT

PRIMARY CONSULTANT
SEAL/SIGNATURE

PRIMARY CONSULTANT



Alfred Benesch & Company
1230 East Diehl Road, Suite 109
Naperville, IL 60563
312-565-0450 Job No. 210900.29

DESIGNED:
DRAWN: MJP
CHECKED: MJO
METRA P.M.
DATE: 02/25/2022



ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME: METRA UP-N RECONSTRUCTION
KENOSHA SUBDIVISION

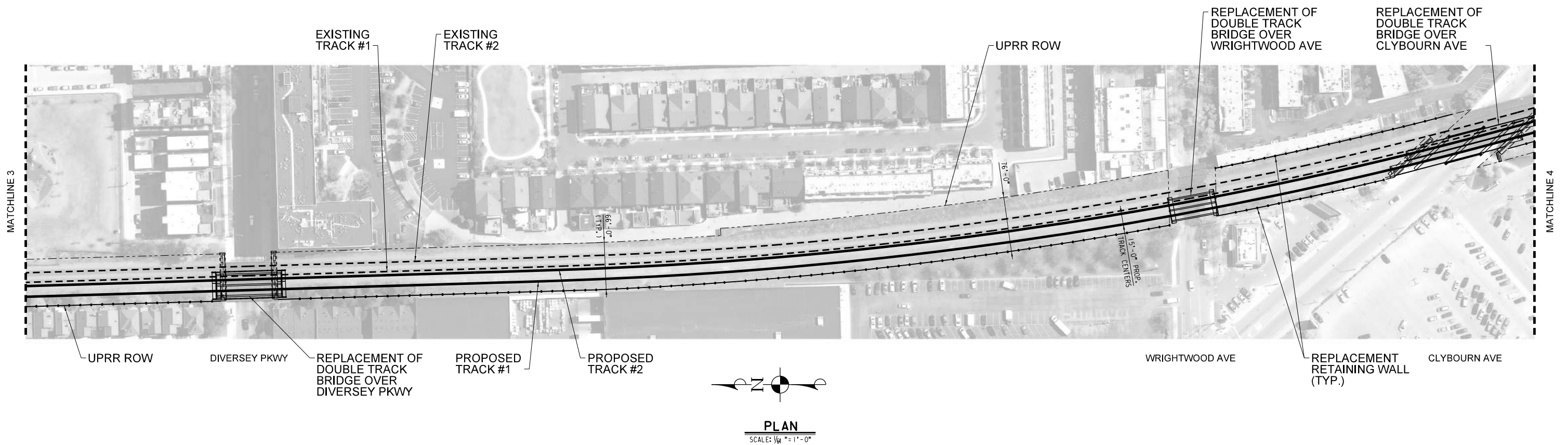
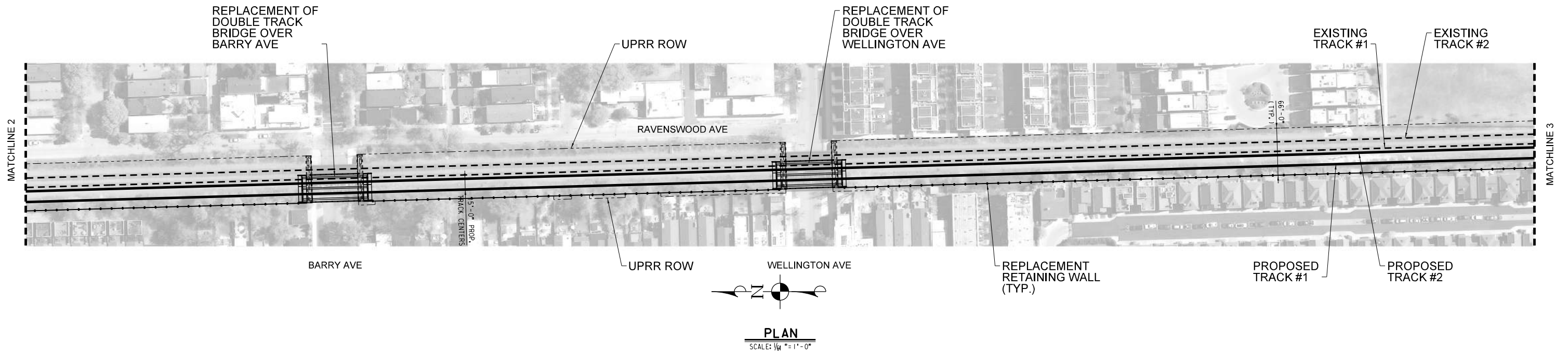
TITLE: PROJECT LIMITS

MILE POST NO. 5.25-3.25

CAD FILE NUMBER: SFILES

SCALE: AS NOTED DISTRICT: UPN

PROJECT NO. SHEET NO. 1 OF 3



REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION

SUB CONSULTANT

PRIMARY CONSULTANT SEAL/SIGNATURE

PRIMARY CONSULTANT



Alfred Benesch & Company
1230 East Diehl Road, Suite 109
Naperville, IL 60563
312-565-0450 Job No. 210900.29

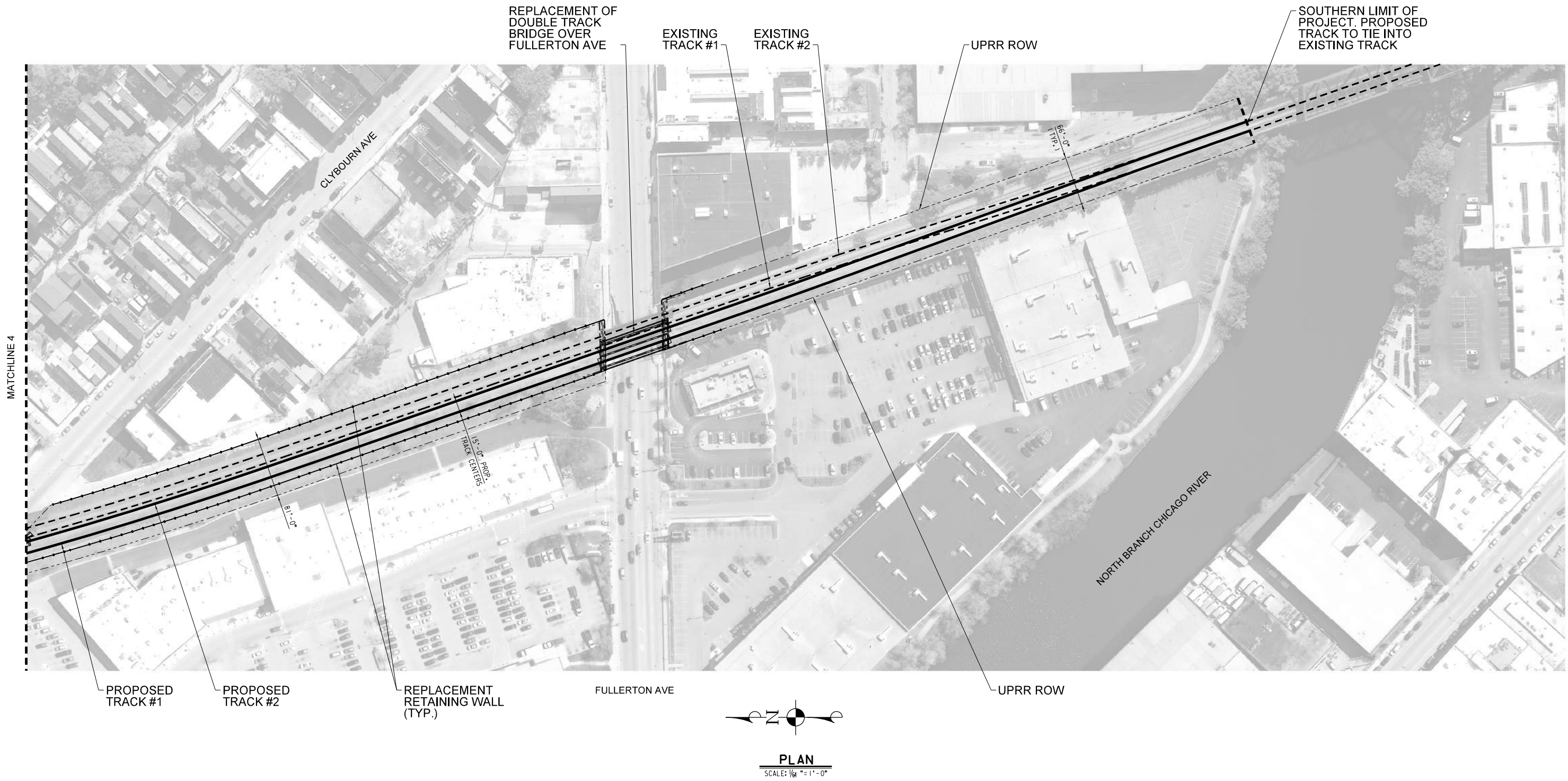
DESIGNED:	
DRAWN:	MJP
CHECKED:	MJO
METRA P.M.	
DATE:	02/25/2022

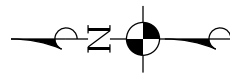


ENGINEERING DEPARTMENT
547 W. JACKSON BOULEVARD
CHICAGO, ILLINOIS 60661

LOCATION NAME:	METRA UP-N RECONSTRUCTION KENOSHA SUBDIVISION
TITLE:	PROJECT LIMITS
MILE POST NO.	5.25-3.25

CAD FILE NUMBER:	SFILES
SCALE:	AS NOTED
DISTRICT:	UPN
PROJECT NO.	SHEET NO.
	2 OF 3




PLAN
 SCALE: 1/4" = 1'-0"

REV	DATE	BY	APP	DESCRIPTION	REV	DATE	BY	APP	DESCRIPTION

SUB CONSULTANT

PRIMARY CONSULTANT
SEAL/SIGNATURE

PRIMARY CONSULTANT

 Alfred Benesch & Company
 1230 East Diehl Road, Suite 109
 Naperville, IL 60563
 312-565-0450 Job No. 210900.29

DESIGNED:
DRAWN: MJP
CHECKED: MJO
METRA P.M.
DATE: 02/25/2022


 ENGINEERING DEPARTMENT
 547 W. JACKSON BOULEVARD
 CHICAGO, ILLINOIS 60661

LOCATION NAME: METRA UP-N RECONSTRUCTION
KENOSHA SUBDIVISION
 TITLE: PROJECT LIMITS
 MILE POST NO. 5.25-3.25

CAD FILE NUMBER: SFILES
 SCALE: AS NOTED DISTRICT: UPN
 PROJECT NO. SHEET NO.
 3 OF 3

Appendix B

Historic and Cultural Resources Supporting Documentation

Appendix B-1: Area of Potential Effect Supporting Documentation

Union Pacific North Line Bridge Project (South 11 Bridges)

Area of Potential Effects (APE)

Metra project No. 4840
CDMS project No. 261845

July 9, 2021

Prepared for:



547 W. Jackson Blvd.
Chicago, IL 60661

Prepared by:



125 S. Wacker Dr.
Suite 700
Chicago, IL 60606



ALTUSWORKS INC.

4224 N Milwaukee Ave.
Chicago, IL 60641

Introduction

Metra is preparing a historic and cultural resources evaluation in accordance with Section 106 of the National Historic Preservation Act for the proposed infrastructure improvements along the Union Pacific North Line between approximately the North Branch of the Chicago River on the south and Grace street on the north. The Project includes the realignment of railroad tracks within the existing right-of-way, removal and construction of eleven (11) railroad bridges along the route, rehabilitation of the Addison Street crossing railroad bridge, and the construction of new retaining walls and embankments within the existing right-of-way. The bridges cross twelve (12) roadways; Addison Street/Lincoln Avenue/Ravenswood Avenue, Cornelia Street, Roscoe Street, School Street, Melrose Street, Belmont Avenue, Barry Avenue, Wellington Street, Diversey Parkway, Wrightwood Avenue, N Clybourn Avenue, and Fullerton Avenue. The bridge at Addison Street/Lincoln Avenue/Ravenswood Avenue will remain and be rehabilitated.

1.1 Area of Potential Effects (APE)

The cultural resources area of potential effects (APE) is defined by 36 CFR § 800.16 as follows: *“Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”*

The APE for this project considers the location of the proposed Project as well as the potential for visual, noise or vibrational changes that could impact historic or cultural resources. The APE is based on site visits, reviews of aerial maps, and preliminary engineering details. **Figure 1** provides a map of the proposed Project and APE boundaries

The Project area is heavily urbanized, and the Project is primarily located in the existing railroad right-of-way. The boundaries for the APE are based on the area that could be potentially impacted by construction and the scale of the new construction, taking into consideration visual obstructions such as buildings and trees that may block views of the proposed improvements. The APE was developed using Cook County parcel data and generally follows the parcel boundaries. All parcels adjacent to the project footprint or across a public right-of-way were included. At cross streets or where the Project is bounded by parking lots or open space, additional parcels and buildings were included to address potential visual effects. The additional parcels were selected to include buildings where the railroad corridor is partially visible when viewing the front façade of the building.

1.2 Unique Area Considerations for Eligibility Evaluation

The project area includes large sections of modern residential development on either side of the railroad right-of-way that were formerly rail yards and manufacturing/industrial land uses. Most of these developments were approved through the City of Chicago Planned Development procedures. Metra will document the year of each planned development approval and provide historic aerial

and Sanborn maps noting the new construction as modern improvements. Each planned development will be documented as a single resource due to their modern nature. If any individual building within the Planned Development is older than 45 years, those specific buildings will be evaluated separately.



Figure 1: Union Pacific North Line Bridge Project Area of Potential Effects



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

Cook County
Chicago

Shift Track Alignment & Replace Retaining Walls and 11 Bridges, UP North Line
Between Bridge Milepost 3.27 (North of Deering) and Milepost 5.22 (Grace Street Bridge)
METRA-4840
SHPO Log #026081921

October 28, 2021

Elizabeth Breiseth
U.S. Department of Transportation
Federal Transit Administration Region V
200 W. Adams St., Suite 320
Chicago, IL 60606

Dear Ms. Breiseth:

Thank you for requesting comments from our office concerning the possible effects of your project on cultural resources. 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 the Area of Potential Effect as defined in your August 19, 2021 letter. We look forward to continuing consultation.

If you have any further questions, please contact Rita Baker, Cultural Resources Manager, at 217/785-4998 or at Rita.E.Baker@illinois.gov.

Sincerely,

Carey L. Mayer, AIA
Deputy State Historic
Preservation Officer

Appendix B Historic and Cultural Resources Supporting Documentation

Appendix B-2: Unanticipated Discovery Plan

UNION PACIFIC NORTH REBUILD: FULLERTON TO ADDISON PLAN AND PROCEDURES FOR THE UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES AND HUMAN SKELETAL REMAINS

INTRODUCTION

Archaeological and historical sites occasionally are discovered during construction projects, regardless of whether the project area has been subjected to a complete and thorough pre-construction cultural resources survey. When the initial steps in the Section 106 process indicate that cultural resources could be discovered, an unexpected discovery plan is developed in case they are identified during construction. This document contains the Federal Transit Administration's (FTA) and Metra's plan for addressing unanticipated discoveries during the construction of the proposed Union Pacific North Rebuild: Fullerton to Addison Project in Cook County, Illinois. The project is sponsored by Metra, the commuter rail provider in the Chicago metropolitan area.

The following steps will be taken in the event that unidentified cultural resources are encountered by a Metra inspector, a contractor, or subcontractor during the proposed undertaking.

- 1) Halt Work. Construction activities within a 30 by 30 m (100 by 100 ft) of the unidentified cultural resource will be halted, and the discovery protected from further disturbance. The on-site construction supervisor will have the authority and responsibility to halt construction in the immediate area of the find.
- 2) Notify Project Manager and Cultural Resources Contractor. The Metra construction supervisor (inspector, contractor, or subcontractor) on-site when the discovery is made will notify the Metra Project Manager and the Construction Contractor.
- 3) Notify FTA. The Metra Project Manager will notify FTA representative.
- 4) Protect the Site. The Metra Project Manager will arrange for security to protect the unidentified cultural resource.
- 5) Notify SHPO. The FTA and the construction team will notify the Illinois Historic Preservation Officer (SHPO) of the discovery.
- 6) Resources Assessment. The Construction Contractor's cultural resources professional archaeologist will assess and provide as much information as possible regarding the nature and potential size of the resource.

If the unanticipated discovery is determined through consultation with FTA and the SHPO to be ineligible for inclusion to the National Register of Historic Places (NRHP), construction will resume following written authorization by the SHPO.

If the resource is deemed to be potentially significant and therefore potentially eligible for inclusion to the NRHP by FTA in consultation with SHPO, then a plan of action will be formulated in consultation with the SHPO, FTA, and Metra. This plan could include avoidance strategies, resource evaluation, or resource mitigation. The final plan will be sent to the SHPO for review and comment. All parties involved in this consultation process will be expected to respond and react as efficiently as possible. Further construction work in the area of the unexpected discovery will cease until the actions of the formulated plan are completed.

- 7) Report. The cultural resources and the actions taken to address them will be documented in a written report that will be submitted to FTA and SHPO. The report format will be determined by the level of effort required.

SPECIAL PROCEDURES FOR DISCOVERY OF HUMAN REMAINS

Any human skeletal remains, regardless of ethnic origin, will at all times be treated with dignity and respect.

The following steps will be taken in the event that human remains are encountered by a Metra inspector, a contractor, or subcontractor during the proposed undertaking.

- 1) Halt Work. Construction activities within a 30 by 30 m (100 by 100 ft) of the human remains will be halted, and the discovery protected from further disturbance. The on-site construction supervisor will have the authority and responsibility to halt construction in the immediate area of the find.
- 2) Notify Project Manager and Cultural Resources Contractor. The Metra construction supervisor (inspector, contractor, or subcontractor) on-site when the discovery is made will notify the Metra Project Manager or the Construction Contractor's cultural resources professional.
- 3) Notify Authorities. The Metra construction supervisor (inspector, contractor, or subcontractor) on-site when the discovery is made will notify the local law enforcement agency; local law enforcement may in turn contact the Cook County Coroner.
- 4) Notify FTA. The Metra Project Manager will notify FTA representative.
- 5) Protect the Site. The Metra Project Manager will arrange for security to protect the suspected burial from vandalism.

If, in consultation between local law enforcement and the Construction Contractor's cultural resources consultant, the remains are found to be non-archaeological (modern) in nature:

- 6) Defer to law enforcement personnel and County Medical Examiner. No engagement of SHPO is necessary.

If in consultation between local law enforcement and the Construction Contractor's cultural resources consultant the remains are found to be archaeological (*not* modern) in nature:

- 7) Notify SHPO. The FTA and the Construction Contractor's cultural resources professional will notify SHPO of the discovery.
- 8) Engage in Consultation. Metra, through their Construction Contractor's cultural resources consultant, will engage in consultation with SHPO and FTA to ensure that all provisions of the Native American Graves Protection and Repatriation Act (NAGPRA) are followed and to determine the potential National Register of Historic Places significance of the find. Sufficient archaeological review will be performed to assess ethnic origin. Several courses of action may proceed from this point, depending on the ethnic origin of the remains and the eligibility finding. Additional archaeological work may be performed as required/approved by the SHPO and FTA.

FTA and Metra recognize the importance of providing careful and respectful treatment for human remains recovered as an unanticipated discovery or as part of an archaeological investigation. In the event of an unanticipated discovery of human remains, Metra, through FTA, will consult with the appropriate Native American groups previously identified and contacted through the Section 106 consultation process (Miami Tribe of Oklahoma, Forest County Potawatomi Community, Citizen Potawatomi Nation, Hannahville Indian Community Michigan, Kickapoo Tribe of Oklahoma, Little Traverse Bay Bands Menominee Indian Tribes of Wisconsin, and Prairie Band Potawatomi Nation). Lastly, in coordination with the SHPO and other interested parties, a decision will be made for the treatment of the remains (e.g., reburial, preservation in place, scientific study, sacred rituals, or a combination thereof).

- 9) Final Disposition of Remains. Metra, through their cultural resources consultant, will engage in consultation with SHPO and FTA to coordinate the proper removal of the remains or the need for preservation in place. In the event the human remains need to be removed, all applicable state and local laws concerning the relocation of human remains will be adhered to. Only after a SHPO/FTA approved plan for dealing with the human remains has been finalized may construction resume.
- 10) Report. The human remains and the actions taken to address them will be documented in a written report that will be submitted to FTA and SHPO. The report format will be determined by the level of effort required.

Appendix B

Historic and Cultural Resources Supporting Documentation

Appendix B-3: Historic Eligibility and Effects Report

Metra Union Pacific (UP) North Rebuild: Fullerton to Addison



Historic Eligibility and Effects Report

SHPO Log No. 026081921
Metra Project No. 4840
CDMS Project No. 261845

February 21, 2022

Prepared for:



547 W. Jackson Blvd.
Chicago, IL 60661

Prepared by:



125 S. Wacker Dr.
Suite 700
Chicago, IL 60606



ALTUSWORKS INC.

4224 N Milwaukee Ave.
Chicago, IL 60641

Table of Contents

Section 1 Introduction 1-1

Section 2 Project Description and Area of Potential Effect 2-1

 2.1 Project Overview 2-1

 2.1.1 Purpose and Need 2-2

 2.1.2 Design Details 2-3

 2.2 Area of Potential Effect Development 2-4

Section 3 Eligibility Assessment 3-1

 3.1 Methodology..... 3-1

 3.1.1 Archaeological Resources..... 3-1

 3.1.2 Historic Resources..... 3-3

 3.1.2.1 Unique Area Considerations for Eligibility Evaluation 3-5

 3.1.2.2 Consideration of Local Historic Designations 3-5

 3.2 Background Historic Context 3-6

 3.2.1 UP North Line 3-6

 3.2.1.1 UP North Line Bridges from Fullerton Avenue to Cornelia Avenue..... 3-7

 3.2.1.2 Lassig Bridge & Iron Works of Chicago..... 3-9

 3.2.1.3 Lincoln Avenue/Addison Street Bridge 3-10

 3.2.2 Surrounding Communities 3-11

 3.2.2.1 Lake View 3-13

 3.2.2.2 Lincoln Park..... 3-13

 3.2.2.3 North Center 3-14

 3.3 Eligibility Assessment 3-15

 3.3.1 UP North Line 3-15

 3.3.1.1 UP North Line within the APE Eligibility Recommendation 3-16

 3.3.1.2 UP North Line Bridges from Fullerton Avenue to Cornelia Avenue..... 3-18

 3.3.1.3 Lincoln Avenue/Addison Street Bridge 3-19

 3.3.1.4 UP North Line Bridge Abutments..... 3-20

 3.3.1.5 UP North Line Retaining Walls 3-21

 3.3.1.6 UP North Line Railroad Trackbeds..... 3-22

 3.3.2 National Register of Historic Places–Eligible Neighborhood Resources 3-23

 3.3.2.1 1800 W. Roscoe Street (Eversharp Pencil Factory) – Property 056 3-23

 3.3.2.2 1751–1757 W. Belmont Avenue (Monastery Hill Bindery) – Property 138 3-26

3.4 NRHP Eligibility Summary..... 3-30

Section 4 Effects to Historic Properties..... 4-1

4.1 Effects Assessment Methodology..... 4-1

4.2 Effects Findings..... 4-3

4.2.1 1800 W. Roscoe Street (Eversharp Pencil Factory) 4-3

4.2.2 1751-1757 W. Belmont Avenue (Monastery Hill Bindery) 4-4

Section 5 Summary of Findings..... 5-1

5.1 Conclusions..... 5-1

List of Tables

Table 3-1: Summary of Surveyed Resources 3-4
 Table 3-2: UP North Line Retaining Walls by Type within the APE 3-21
 Table 3-3: Summary of Eligibility Assessments..... 3-30
 Table 4-1: Effects Assessment Table by Property 4-3

List of Figures

Figure 2-1: Elevation Drawing for Maintaining Existing Limestone Abutments as Retaining Walls
 While Constructing New Abutments 2-3
 Figure 2-2: A Soldier Pile Retaining Wall Constructed for the Previous Grace to Balmoral Project 2-4
 Figure 2-3: Area of Potential Effects 2-5
 Figure 3-1: Illinois Archaeological Predictive Model within the Area of Potential Effect 3-2
 Figure 3-2: Belmont Avenue Abutment 3-9
 Figure 3-3: Clybourn Avenue North and South Abutment Plan and Elevation..... 3-9
 Figure 3-4: Mayor Richard J. Daley Election Advertisement 3-11
 Figure 3-5: Community Area Map 3-12
 Figure 3-6: UP North Line Bridge Locations 3-19
 Figure 3-7: Lincoln Avenue/Addison Street Bridge 3-20
 Figure 3-8: 1800 W. Roscoe Street, Sanborn Fire Insurance Map, 1923 3-25
 Figure 3-9: 1800 W. Roscoe Street, Elevation..... 3-25
 Figure 3-10: 1800 W. Roscoe Street, Entrance on Roscoe Street 3-26
 Figure 3-11: 1751–1757 W. Belmont Avenue, Sanborn Fire Insurance Map, 1923 3-28
 Figure 3-12: 1751–1757 W. Belmont Avenue, Secondary Elevation 3-29
 Figure 3-13: 1751–1757 W. Belmont Avenue, Primary Elevation 3-29

Appendices

- Appendix A Map of Surveyed Resources
- Appendix B Historic Survey Forms
- Appendix C Reference List
- Appendix D Survey and Research Personnel
- Appendix E Draft Unanticipated Discovery Plan
- Appendix F Sanborn Maps of Industrial Corridors

Section 1

Introduction

This technical memorandum details the known historic properties and cultural resources within the Area of Potential Effect (APE) for Metra's proposed Union Pacific (UP) North Rebuild: Fullerton to Addison Project (Project) (State Historic Preservation Office [SHPO] Log # 026081921, Union Pacific North Line Bridge Project South), documents the review of National Register of Historic Places (NRHP) eligibility determinations made by Secretary of Interior-qualified historic architects and architectural historians, and describes any effects to historic and cultural resources that could occur as a result of implementation of this Project.

Historic architects and architectural historians reviewed local, state, and national databases and did not identify any previously listed or determined NRHP-eligible properties. Properties with an undetermined status in these databases were evaluated for NRHP eligibility. A total of 245 properties within the APE of the Project were reviewed in the field and through background research to determine NRHP eligibility of these resources. The Monastery Hill Bindery (1751-1757 W. Belmont Avenue) and Eversharp Pencil Factory (1800 W. Roscoe Street) are two (2) resources that were determined to be NRHP-eligible. See **Section 3.3** for more information. **Section 4** provides the methodology and findings that support the conclusion that the Project would result in **No Adverse Effect** to the two (2) NRHP-eligible properties.

This page intentionally left blank.

Section 2

Project Description and Area of Potential Effect

2.1 Project Overview

The Federal Transit Administration (FTA) and Metra are proposing to shift the track alignment and replace abutments, retaining walls and 11 bridges over roadways along approximately 1.9 miles of the Union Pacific (UP) North Line above-grade commuter rail corridor. This corridor is within railroad right-of-way from north of the North Branch Chicago River bridge (UP mile post [MP] 3.27) to approximately Grace Street (UP MP 5.22) in Chicago, Illinois. The Project is located just south of the UP North Line Grace to Balmoral Project, which replaced 11 railroad bridges and rebuilt the existing Ravenswood train station. A Documented Categorical Exclusion (DCE) environmental document was completed and approved by Metra and the FTA for the Grace to Balmoral Project in June 2011; construction of the bridges is complete and station construction is ongoing. No permanent property acquisition or changes to the existing railroad right-of-way boundary are anticipated for this Project. The Project would include the following elements:

- Eleven (11) railroad bridges inclusive of the abutments would be replaced over the roadway from Fullerton Avenue to Cornelia Avenue along Metra's UP North Line.
- The roadway would be lowered by approximately 1 to 2 feet at Roscoe Street and Cornelia Avenue to maintain adequate vertical clearance for traffic underneath the bridges.
- Retaining walls would be replaced, and new retaining walls would be added from Fullerton Avenue to north of Lincoln Avenue/Addison Street along the Metra UP North Line. New retaining walls would be used to maintain the Project footprint within the existing right-of-way.
- A 12th existing steel railroad bridge at Lincoln Avenue/Addison Street on the UP North Line would be refurbished. Work would include lead abatement, prepping, and painting at the bridge.
- Track alignment would be shifted to the west throughout the Project corridor in order to align with the existing tracks at the Grace Street bridge north of the Project limits and the North Branch Chicago River bridge south of the Project limits. All track alignment adjustment would be located within the existing right-of-way and would continue to be refined in final design. The track height would be raised by up to 3 feet to maintain adequate vertical clearance under the bridges.
- Roadway reconstruction is anticipated at Cornelia Avenue and Roscoe Street and roadway resurfacing is anticipated at Clybourn Avenue and Fullerton Avenue. At these locations, all existing pavement and roadway markings would be replaced in accordance with CDOT rules and regulations. At other bridge replacement locations, roadway repaving and lane marking would occur if necessary following construction activities.

- Pedestrian improvements would include American with Disabilities Act (ADA) compliant sidewalks and restriped crosswalks where bridge underpasses are being reconstructed. No new sidewalks are proposed.

Some utility relocation and replacement would also be required to accommodate these infrastructure improvements. Existing utilities would be replaced or relocated at bridge structure replacement locations, along roadways that are to be lowered at Roscoe Street and Cornelia Avenue, at abutment replacement locations at Fullerton Avenue and Clybourn Avenue, and at some retaining wall locations.

2.1.1 Purpose and Need

The purpose of this Project is to replace bridge structures that are over a century old and to improve tracks along one of the most heavily used commuter lines in Chicago. This Project represents the next major phase of Metra's multiyear, comprehensive state of good repair and modernization program to address customer needs and enhance the customer experience for users of the Metra commuter rail. As part of this comprehensive program, Metra began construction on the UP North Line Grace to Balmoral Project in 2011. Metra has also completed an advanced project for the North Branch Chicago River crossing south of the Project limits.

These improvements are focused on: (1) modernizing infrastructure, (2) creating efficiencies and reducing operating costs, and (3) improving the customer experience on the line. These needs are aligned with Metra's strategic priorities.

- **Modernize Infrastructure:** Bridges within the Project limits were built between 1896 and 1899 and are more than 120 years old, exceeding the typical 80 year design life of steel railroad bridges. Additionally, the existing bridges have weight restrictions that may prevent them from being able to carry certain types of newer train equipment. The new bridges would be designed to meet all modern bridge load ratings. Replacement of these bridges is required to enhance the safety and resiliency of the rail service for passengers. Inspections of the existing bridges on Metra's UP North Line within the Project limits confirmed that 11 of the 12 bridges included in the Project need to be replaced and not just rehabilitated. At intersecting roadways, the new bridges would increase vertical clearances and accommodate new sacrificial beams to protect the structural supports for the bridges.
- **Create Efficiencies and Reduce Operating Costs:** UP conducts inspections of all 12 bridges, abutments, and retaining walls at least annually. They are repaired frequently to maintain the minimum required capacity based on inspection findings; however, the cost of repairing the bridges and retaining walls has increased over time as patch repairs are done. These frequent patch repairs cause disruption to the adjacent communities. Further, these bridges and retaining walls can no longer be repaired or maintained economically.
- **Improve Customer Experience:** This Project would improve reliability and passenger comfort for existing and future passengers by addressing infrastructure repair and reducing the likelihood of slow zones. Based on 2018 to 2019 passenger ridership data, the UP North Line

carried 70 passenger trains per day and more than 29,500 passengers passed through the Project corridor on an average weekday. These passengers represented approximately 85% of total passenger ridership (34,600) along the UP North Line and more than 10% of total Metra system passenger ridership (281,100) on an average weekday. Although this Project would not increase the number of trains or service on this line, infrastructure improvements on the line would reduce potential service interruptions due to bridge and abutment maintenance needs while also improving passenger comfort.

2.1.2 Design Details

The two (2) tracks would shift approximately 12 to 20 feet to the west, all within the existing right-of-way. This track shift would occur between the Grace Street Bridge and north of the North Branch Chicago River bridge where it would be aligned with the existing tracks that cross over the river.

Existing limestone abutments would be maintained at eight (8) of the 11 bridges by repurposing the abutments as retaining walls and constructing new abutments behind them. The new abutments would support the bridge superstructure (**Figure 2-1**). Abutments at the Clybourn Avenue and Fullerton Avenue bridges would need to be replaced in the same location with concrete abutments because of the limited right-of-way, abutment skew, and required phased construction. These conditions are also present at the Wrightwood Avenue bridge; subsequent final design will determine if the abutment can be preserved at this location.

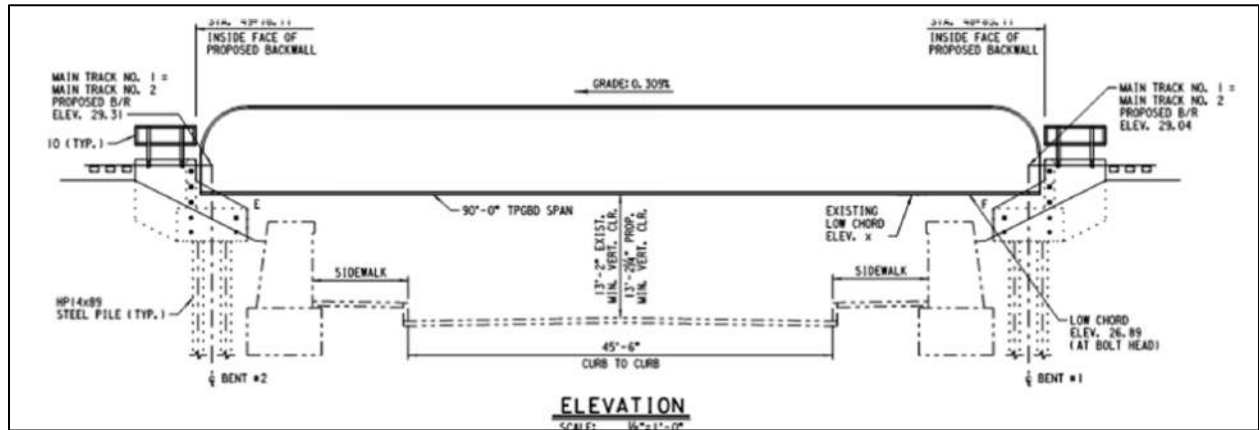


Figure 2-1: Elevation Drawing for Maintaining Existing Limestone Abutments as Retaining Walls While Constructing New Abutments

Similar to the original bridge design, the new bridges would be steel through girder bridges with a steel-ballasted deck. The bridges would be placed on bearings on top of a concrete abutment supported by deep foundation micro-piles located behind the existing masonry abutment. The current design incorporates rounded ends on the steel girders as an homage to the original steel bridges.

On the west side of the Project, all existing retaining walls would be removed and replaced. The east side of the right-of-way requires new retaining walls at the approaches to the bridges. The full extent of new retaining walls on the east side of the right-of-way will be determined in subsequent

final design for the Project. The current design for the retaining walls includes soldier piles and pre-cast panels; however, the retaining wall type would be determined during final design. The retaining walls would look similar to those previously installed as part of the UP North Grace to Balmoral Project (**Figure 2-2**).



Figure 2-2: A Soldier Pile Retaining Wall Constructed for the Previous Grace to Balmoral Project

2.2 Area of Potential Effect Development

The APE is defined by 36 CFR § 800.16(d) as: “The geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The APE for this Project considers the location of the proposed Project as well as the potential for visual, noise, or vibrational changes that could impact historic or cultural resources. The APE was determined based on site visits, reviews of aerial maps, and preliminary engineering details. **Figure 2-3** provides a map of the Project and APE boundaries. Detailed maps and APE boundaries are provided in **Appendix A**.



Figure 2-3: Area of Potential Effects

The project area is heavily urbanized, and the Project is located primarily in the existing railroad right-of-way. Boundaries for the APE are based on the area that could be potentially impacted by construction and the scale of the new construction, taking into consideration visual obstructions such as buildings and trees that may block views of the proposed improvements. The APE was developed using Cook County parcel data and generally follows the parcel boundaries. All parcels adjacent to the Project footprint or across a public right-of-way were included. At cross streets or where the Project is bounded by parking lots or open space, additional parcels and buildings were included to address potential visual effects. The additional parcels were selected to include buildings where the railroad corridor is partially visible when viewing the front facade of the building.

The FTA submitted the APE to the Illinois Department of Natural Resources (IDNR) SHPO for review on August 19, 2021. The FTA received concurrence from SHPO on the APE in a letter dated October 28, 2021.

Section 3

Eligibility Assessment

3.1 Methodology

In accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, historic architects and architectural historians reviewed local, state, and national databases to identify any NRHP-listed properties, NRHP-eligible properties, or undetermined properties within the APE. Following this review, all properties within the APE were reviewed in the field and through further research to identify any additional recommendations on potential NRHP-eligible historic resources. Historic architects and architectural historians reviewed and conducted background research to assist this process, using the Historic Architectural Resources Geographic Information System and City of Chicago records, fire insurance and other historic maps, previous architectural studies in the area, and other relevant scholarly publications. **Appendix C** provides a bibliography of sources referenced for this background research.

3.1.1 Archaeological Resources

The NHPA requires federal agencies to consider the effects of projects on archaeological sites. To assess the potential presence of archaeological sites within the APE, the Illinois State Archaeological Survey's (ISAS) Illinois Archaeological Predictive Model (IAPM) was used. This high-level analysis was conducted to ascertain the need for an archaeologist to conduct a Phase I archaeological survey within the APE.

Based on the ISAS IAPM, the majority of the APE has low to medium-low probability, with two (2) small pockets of medium-high probability for archaeological sites.¹ The landscape through which the rail line passes is urban. Based on the history of development in this corridor, archaeological sites are unlikely to be identified without significant excavation, and so a Phase I archaeological survey would not be likely to yield additional information. While the corridor is urban, archaeological sites may remain undiscovered within protected locations of undisturbed ground. If the current ground surface is removed to a depth below what has been disturbed previously, which is not anticipated based on the scope of work, areas that may contain potential prehistoric or historic features that have been relatively protected for more than 100 years may potentially be exposed. A draft Unanticipated Discovery Plan (UDP) is available within **Appendix E** for review as part of the Section 106 consultation process. This draft UPD includes contractor requirements for how to address archaeological sites that may be uncovered during construction. **Figure 3-1** depicts a map showing the probability for the presence of archaeological sites in the APE.

¹ Illinois State Archaeological Survey. n.d. "Illinois Archaeological Predictive Model (IAPM)." Accessed August 30, 2021, <https://www.isas.illinois.edu/cms/One.aspx?portalId=260711&pageId=1233004>.

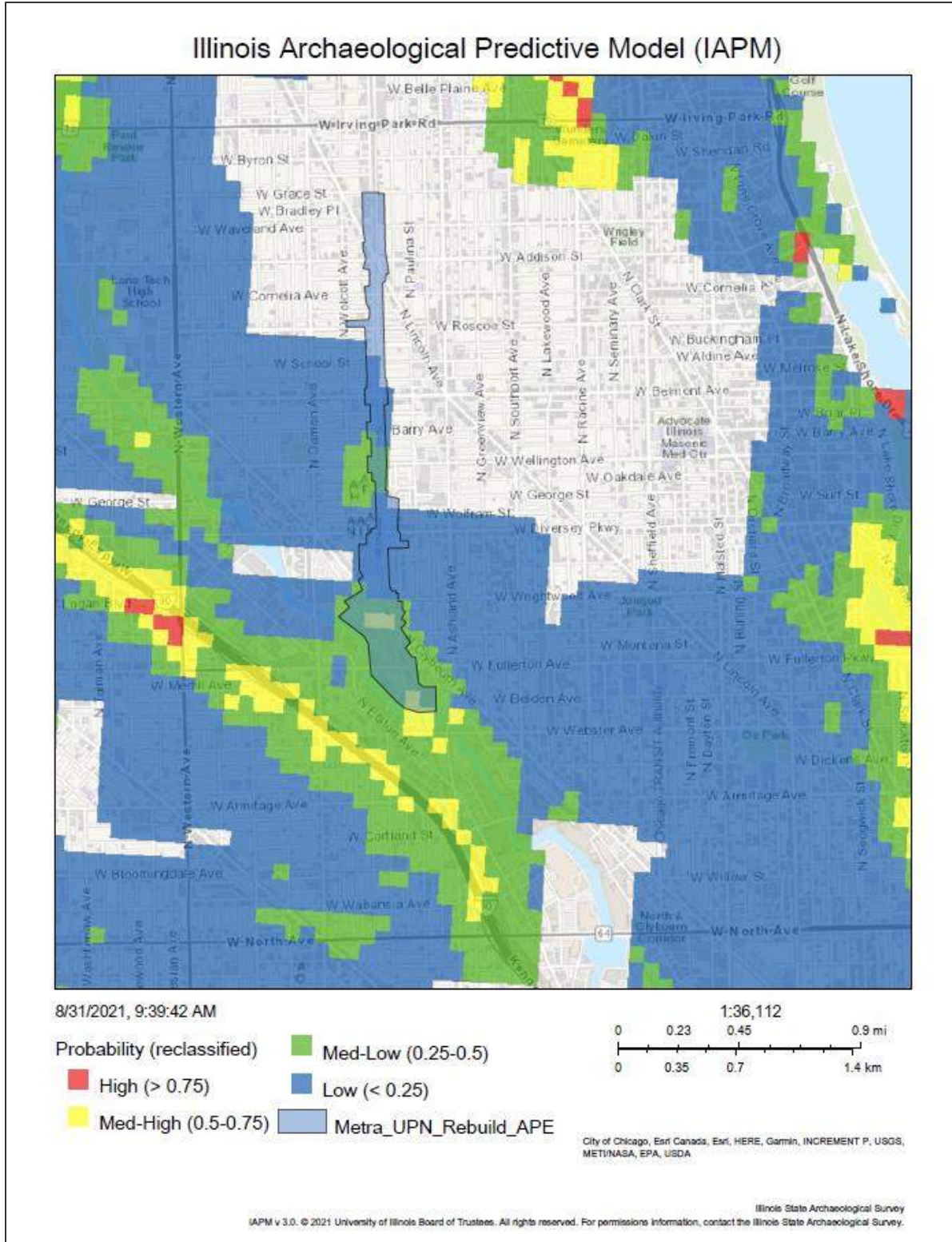


Figure 3-1: Illinois Archaeological Predictive Model within the Area of Potential Effect

3.1.2 Historic Resources

A determination of NRHP eligibility was made for the UP North Line as a single and complete entity within the APE, including its 12 individual railroad bridges, abutments, and retaining walls. Individual properties more than 45 years old were also identified in the APE and further examined for NRHP eligibility. To provide further context, the historical significance of the surrounding communities was reviewed. Historic research and detailed field investigations were performed and initiated by historic architects and architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards. Historical research was conducted through archival investigation from federal, state, local and other repositories, and databases to understand the contextual history of the area and to identify structures with potential for meeting NRHP criteria.

The purpose of identifying historical properties was to determine if any properties in the APE are listed, or are eligible for listing, on the NRHP. According to the National Register Bulletin,² criteria for evaluation determined by the National Park Service for the NRHP are as follows:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

(a) that are associated with events that have made a significant contribution to the broad patterns of our history; or

(b) that are associated with the lives of persons significant in our past; or

(c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

(d) that have yielded, or may be likely to yield, information important in prehistory or history.

Each resource was evaluated for its individual level of integrity based on the seven (7) characteristics that define a resource's integrity: location, design, setting, materials, workmanship, feeling, or association.

When evaluating integrity, it is important to understand the historical significance of a resource through its character-defining features and other characteristics of integrity that are most relevant to conveying its historic significance. The integrity evaluation of the resources included all seven (7) aspects of integrity, including location, design, setting, materials, workmanship, feeling, and association and is based on the following five (5) categories:

² U.S. Department of the Interior, National Park Service, Cultural Resources. 1997. "How to Apply the National Register Criteria for Evaluation." National Register Bulletin, Accessed December 8, 2021, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

- Excellent: No physical alterations to location, setting, and design and retains all character-defining features, historic materials, and workmanship. No alterations or effects to feeling and association.
- Good: Minimal physical alterations to character-defining features, workmanship, and materials. No alterations to location, setting, and design. Minimal or no effect to feeling and association.
- Fair: Alterations that include replacement of architectural features, materials, and workmanship. Additions and alterations to design and setting not visible from public right-of-way. Minimal effect to feeling and association.
- Poor: Removal of key character-defining features and retains no historic materials and additions and alterations to design, location, and setting of the buildings that are partially visible from the right-of-way.
- Critical: Removal of all original materials, architectural characteristics, alteration to original form, design, setting and/or location, and visible additions to the resource from public right-of-way.

Field survey and documentation was executed through the ArcGIS Survey 123 application. A total of 245 resources were evaluated for eligibility. (See **Appendix B** for detailed survey forms of each property). A total of 155 of the 245 resources surveyed were determined to be built prior to 1976 (45 years or older) and 90 of the 245 resources were determined to have been built after 1976.

Table 3-1 provides a summary of the resources evaluated within the APE.

Table 3-1: Summary of Surveyed Resources

Current Use ¹	Total Number of Resources Surveyed	Number of Resources Built before 1976 (45 Years or Older)	Number of Resources Built after 1976 (Less than 45 Years Old)	Number of Eligible Properties
UP North Line within the APE	1	1	0	0
UP North Line Components				
Bridges within the APE	12	12	0	0
Abutments within the APE ²	1	1	0	0
Retaining Walls within the APE ³	1	1	0	0
Trackbed within the APE	1	1	0	0
Neighborhood Resources				
Storage	1	0	1	0
Institutional	2	1	1	0
No Structure	5	0	5	0
Mixed Use	15	11	4	0

Current Use ¹	Total Number of Resources Surveyed	Number of Resources Built before 1976 (45 Years or Older)	Number of Resources Built after 1976 (Less than 45 Years Old)	Number of Eligible Properties
Business	22	13	9	1
Residence	181	114	67	1
Playground	1	0	1	0
Industry	2	0	2	0
Total	245	155	90	2

¹No historic districts were identified within the APE.

²Abutments exist at each bridge within the APE. They have been assessed collectively and are therefore listed as one resource.

³Retaining walls are located throughout the APE. They have been assessed collectively and are therefore listed as one resource.

3.1.2.1 Unique Area Considerations for Eligibility Evaluation

The project area includes large sections of modern residential development on either side of the railroad right-of-way that were formerly rail yards and manufacturing/industrial land uses. Most of these developments were approved through the City of Chicago planned development procedures. Each planned development was documented in historic surveys conducted for this analysis as a single resource due to their modern nature. If any individual building within a designated planned development was older than 45 years, those specific buildings were evaluated separately.

Additionally, buildings constructed at the same time using the same design and materials under multiple permits were also grouped and evaluated, similar to those buildings in a designated planned development.

3.1.2.2 Consideration of Local Historic Designations

While local designations are distinct from evaluations of NRHP eligibility, they provide important insights into evaluating local significance of historic properties. The Chicago Historic Resources Survey (CHRS), completed in 1995, provides analysis of the historic and architectural importance of buildings, objects, structures, and sites constructed prior to 1940. CHRS provides a ranking system for historic properties, and the subsequent definitions were considered in evaluating resources.

- Red properties possess some architectural feature or historical association that made them potentially significant in the broader context of the City of Chicago, the State of Illinois, or the United States of America.
- Orange properties possess some architectural feature or historical association that made them potentially significant in the context of the surrounding community.
- Yellow properties are relatively unaltered, pre-1940s properties that are part of a concentration of significant buildings.

- Yellow-Green properties are pre-1940s properties whose exteriors—at the time of the survey—were covered with artificial siding, but which are part of a concentration of significant buildings.
- Green properties are pre-1940s properties whose exteriors have been slightly altered from their original condition.
- Purple properties are pre-1940s properties whose exteriors have been altered extensively from their original condition.
- Blue properties are those constructed after 1940. These properties are considered too recent to be properly evaluated for architectural and historical significance and are generally not included in the CHRS database.

Based on review of the CHRS, one (1) locally designated resource was identified: The Monastery Hill Bindery building. This resource is listed as Orange-rated in the CHRS.

3.2 Background Historic Context

Background historic information on the rail line, bridges, abutments, retaining walls, and surrounding community areas within the Project APE were collected for the purpose of providing initial historic context for detailed historic surveys and eligibility evaluations.

3.2.1 UP North Line

The UP North Line is an urban commuter Metra line in the Chicago Metropolitan Area that runs between Ogilvie Transportation Center in Chicago and Kenosha, Wisconsin. The UP North Line has mainly functioned as a commuter line throughout its history and currently has minimal freight traffic. The rolling stocks are owned by Metra and the trains are operated and dispatched by the Union Pacific Railroad. In February 1851, the Illinois Legislature incorporated the Illinois Parallel Railroad Company, giving it the power to lay tracks north from Chicago along the shore of Lake Michigan to Waukegan and then to the Wisconsin state line.³ The UP North Line, which started as the Chicago & Milwaukee Railway in 1854, was leased by the Chicago & North Western Transportation Company (C&NW) starting in 1866. The Chicago and Milwaukee Railway extended to Kenosha and was key in providing the first railroad connection between Chicago and Milwaukee by linking to an existing railway in 1855. The C&NW bought the line in 1883 and it was later taken over by UP in 1995. The current timetable has 35 weekday trains leaving Chicago, 17 of which terminate at Waukegan, nine (9) at Kenosha, five (5) at Winnetka, three (3) at Highland Park, and one (1) at North Chicago. The UP North Line is an important aspect of commuter service in the region as it provided the first railroad connection between Chicago and Kenosha under C&NW Transportation Company.⁴

³ Metra. n.d. "Union Pacific North." Accessed November 23, 2021, <https://metra.com/union-pacific-north>.

⁴ Metra. n.d. "Chicago & North Western." Accessed October 9, 2021, <https://metra.com/chicago-north-western>.

In 1869, the UP North Line was known as the C&NW Milwaukee Division and acted as a small passenger service line between Chicago and Kenosha, which consisted of seven (7) trains each way daily. Downtown, most of those trains terminated at a depot at N. Wells Street and W. Kinzie Street, which had been built in 1853. The trip from Kenosha, making stops in Waukegan, Rockland (Lake Bluff), Lake Forest, Highland Park, Glencoe, Winnetka, Evanston, Calvary (cemetery), Rosehill (cemetery), and Ravenswood, took about 2 hours and 10 minutes.

The Great Fire of 1871 destroyed the downtown depot at the southwest corner of N. Wells Street and W. Kinzie Street along the North Branch Chicago River (Merchandise Mart). It took 10 years to build a new depot at the same location. During that decade, many suburbs grew quickly, in part because the fire increased the desirability of living away from the congested city but also due to economic and demographic trends that contributed to the growth of all suburbs. Commuter service grew accordingly.

Historically, the segment of the UP North Line within the APE of this Project included an industrial corridor that has since transformed into a mainly residential neighborhood. Large-scale industrial buildings were primarily located at the southern end of the APE. Illinois Malleable Plant was located near N. Honoré Street and W. Oakdale Avenue until c. 1960 and then replaced by Appleton Electric Co. The site was demolished c. 2000 for the development of new single-family homes in the area. Other examples of large-scale industries in the APE include the Bullock Tractor Co. and Joseph Bros. Lumber Co., which was located along Wellington Avenue c. 1923 and was later replaced by a steel factory and warehouse from c. 1950 to c. 2000. This industrial corridor along Wellington Avenue currently is comprised of residential properties. The historic commercial buildings and small-scale industrial buildings along Clybourn Avenue and the North Branch Chicago River serviced businesses like Elgin National Industries, which manufactured watches and clocks. This industrial corridor has been replaced with a modern shopping center that houses Costco Wholesale, Aldi and Jewel-Osco grocery stores. Small scale industrial buildings were also located on the northern portion of this segment of the UP North Line. Industries like the Chain Factory at the west corner of Belmont Avenue and Ravenswood Avenue have now been replaced by townhouses. Another small-scale industrial building that once manufactured printing machines at 3312 N. Ravenswood Avenue has been rehabilitated and is now used as a residential building. Railroad infrastructure associated with servicing industrial development such as sidings, connector tracks and rail yards have been removed along with the industries they once served. No commuter station was ever constructed within this segment of the UP North Line and therefore the commuter rail corridor had limited impact on residential development. This segment of the UP North Line only acts as a connection between the Clybourn Avenue and Ravenswood Stations located outside the Project APE. Sanborn maps depicting the industrial corridors within the APE are included in Appendix F.

3.2.1.1 UP North Line Bridges from Fullerton Avenue to Cornelia Avenue

The 11 bridges proposed for replacement are steel through girder bridges along the CN&W Milwaukee Division that were built over existing city streets.

These bridges extend from Cornelia Street to Fullerton Avenue, including the bridges at Roscoe Street, School Street, Melrose Street, Belmont Avenue, Barry Avenue, Wellington Street, Diversey

Parkway, Wrightwood Avenue, and Clybourn Avenue. These bridges are now being replaced as part of the current railroad improvement Project.

In 1896, a city ordinance was passed to increase safety and reduce traffic delays and accidents by way of eliminating grade crossings of roadways and railroads. The ordinance led to the elevation of the CN&W Milwaukee Division from Diversey Avenue to Balmoral Avenue, and elevation of the CN&W Wisconsin Division from Wood Street to 44th Avenue (now Kostner Avenue). It was put in motion on March 30, 1896, and the deadline for completion was May 1, 1904.

To accomplish the grade separation, new steel through girder bridges were constructed over depressed subways and supported by limestone retaining walls. At each bridge location, the subway extends east-west of the north-south rail lines by approximately 100 feet and depresses the roadway by 3.5 feet to provide 12 feet of clearance between the subway and the bottom of the girders.

These bridges have two (2) subcategories based on the year of construction. A total of eight (8) bridges were built in 1896 and are approximately 66 feet in length. They include the bridges at Cornelia Street, Roscoe Street, School Street, Melrose Street, Belmont Avenue, Barry Avenue, Wellington Street, and Diversey Parkway. The abutments comprise large, rock-faced limestone units that form the abutment, backwall, and coping. The coping stones under the steel bridge seats are dressed, and the backing of the retaining wall is rubble with the exception of steps at the slope. **Figure 3-2** shows original plans for the Belmont Avenue abutment.

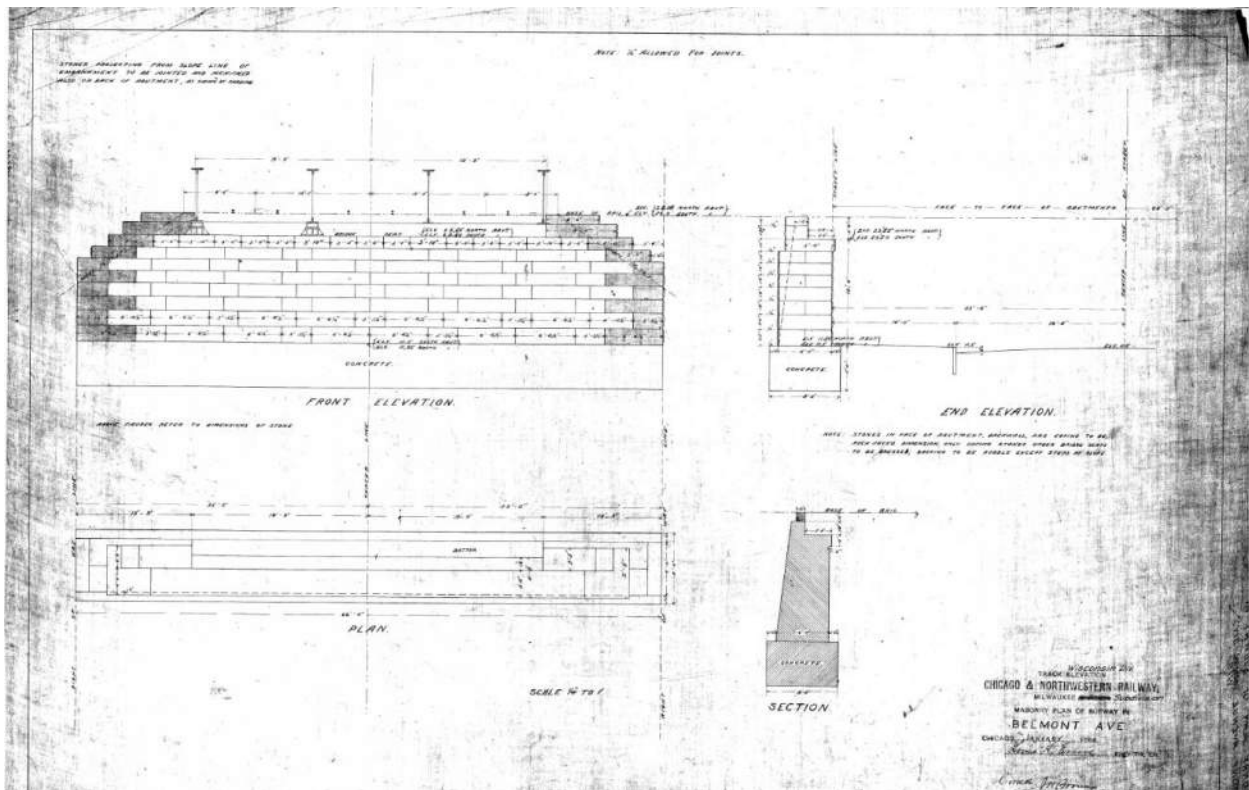


Figure 3-2: Belmont Avenue Abutment

The other three (3) bridges were built in 1899 and are located at Wrightwood Avenue, Clybourn Avenue, and Fullerton Avenue with spans varying from 33 to 185 feet. The Clybourn Avenue and Fullerton Avenue bridges have stepped north and south abutments in plan, as shown on **Figure 3-3**. The abutments at Fullerton Avenue were reinforced with a concrete base in September 1938.

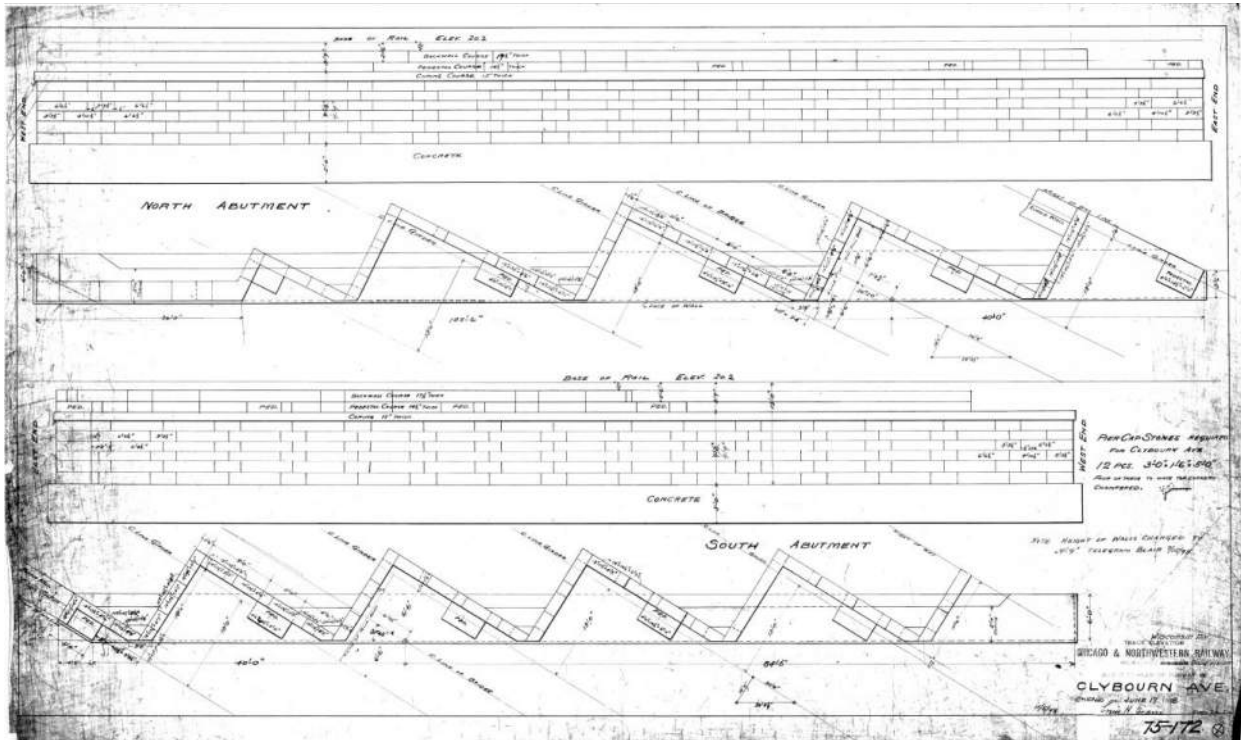


Figure 3-3: Clybourn Avenue North and South Abutment Plan and Elevation

Utilitarian in design, the steel through girder bridge is a common bridge type for the period. The bridges are supported by a rockface limestone retaining wall that dates to the original period of construction. Lassig Bridge & Iron Works of Chicago fabricated the steel for the bridges at a shop near Clybourn Avenue and Fullerton Avenue. The bridges are in poor condition but have retained their integrity.

3.2.1.2 Lassig Bridge & Iron Works of Chicago

Moritz Lassig, an engineer from Saxony, Germany, and John Alden, an American engineer, formed a partnership in 1876 under the names Lassig and Alden Bridge and Iron Works of Chicago. Lassig managed and ran the company whereas Alden managed and ran a separate partnership named Alden and Lassig Bridge and Iron Works of Rochester, New York.

Moritz Lassig acted as the president of Lassig and Alden Bridge and Iron Works until 1900, when the company was sold to American Bridge Company. The contract for the bridges by the CN&W

Railway was one of the last major projects executed by Mr. Lassig.⁵ Although active in both Chicago and Rochester, Lassig's influence on bridge design was limited to implementing utilitarian structures that were common at the time.

3.2.1.3 Lincoln Avenue/Addison Street Bridge

The UP North Line Lincoln Avenue/Addison Street bridge is a five (5)-deck girder span bridge in the Roscoe Village neighborhood of Chicago. The bridge is set onto steel and concrete substructures, at the largest span of 122 feet and total length of 234 feet. The height of the overpass aboveground is approximately 11 feet and 6 inches and consists of three (3) tracks in total. It was constructed in 1959 to avoid motorist accidents at the intersection of Addison Street, Lincoln Avenue, and the UP North Line.

More than 50,000 motorists used the complicated six (6)-point intersection at Addison Street, Lincoln Avenue, and Ravenswood Avenue daily,⁶ where many major accidents occurred prior to the proposal of the Lincoln Avenue/Addison Street bridge. To safeguard against the risks of major accidents, the project included the removal of off-center pillars supporting the viaduct.

The initial proposal for constructing the bridge was first pitched in the late 1930s and the cost was estimated to be approximately \$500,000. Because of delays from a dispute between the City and the railroad, World War II, and other factors, the bridge was constructed in 1959 at a final cost of \$1.1 million. The construction of this bridge was a major campaigning strategy for Mayor Richard J. Daley's re-election bid in 1959. Mayor Daley was the second longest-serving mayor of Chicago, holding office from 1955 until his death in 1976. Mayor Daley was known for his unprecedented urban redevelopment efforts that included the city's expressway network, expansion of the Chicago-O'Hare International Airport, and construction of University of Illinois at Chicago's Chicago Circle.⁷

The bridge project was one of the only large-scale infrastructure projects proposed and highly advertised during the 1959 re-election campaign. **Figure 3-4** shows a campaign advertisement highlighting the Lincoln Avenue/Addison Street bridge. Other projects Mayor Daley showcased during his campaign were smaller-scale projects that had significant impact on the lives of everyday Chicagoans, such as planting trees, repaving streets, updating street markings, and installing five (5) parking lots.

⁵ Western Society of Engineers. 1902. "Transactions of the American Society of Civil Engineers," *Journal of Western Society of Engineers*, 7: 353. [https://books.google.com/books?id=pf47QAAMAAJ&pg=RA1-PA353&lpg=RA1-PA353&dq=moritz%2Blassig&source=bl&ots=9uKz5X9Mlq&sig=ACfU3U0217p32nV24J36TprNLPbZOnIga&hl=en&sa=X&ved=2ahUKEwjb8ITahOPxAhVSVc0KHZVoBSYQ6AEwDXoECAIQAw#v=onepage&q=moritz%20lassig&f=false, 353].

⁶ *Chicago Tribune*. 1956. "City Removes Pillars from Intersection – Act for Safety of Motorists." September 28, 1956. Accessed August 31, 2021

⁷ Biles, R. n.d. "Daley's Chicago." *Encyclopedia of Chicago*. Accessed October 9, 2021, <http://www.encyclopedia.chicagohistory.org/pages/1722.html>.

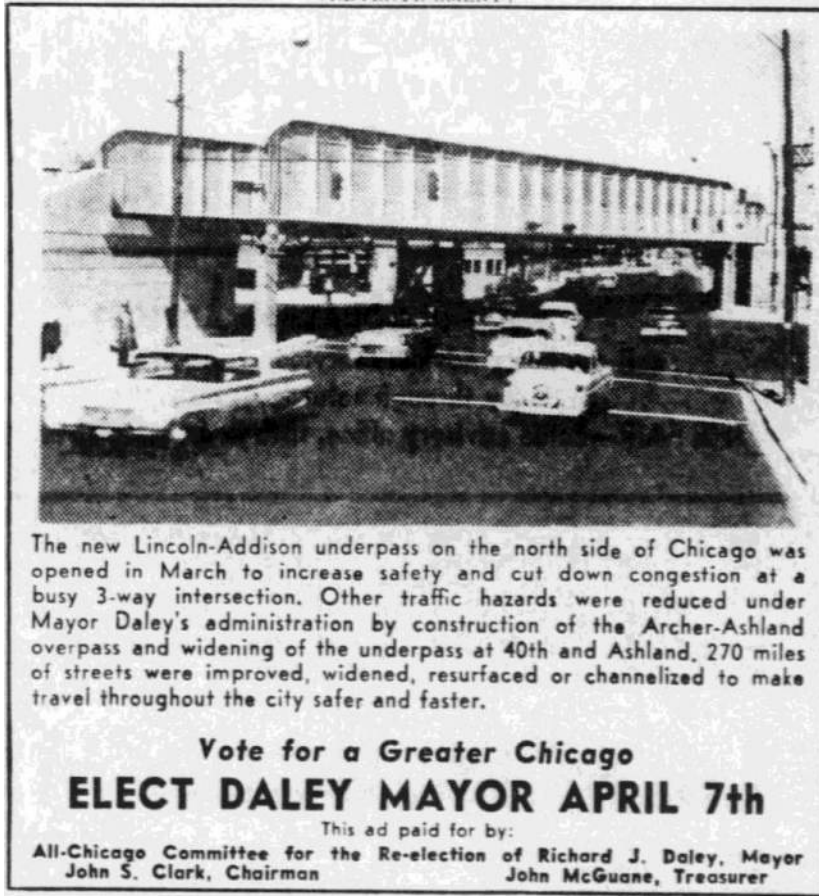


Figure 3-4: Mayor Richard J. Daley Election Advertisement

3.2.2 Surrounding Communities

The APE includes the 1.7-mile surrounding corridor that comprises primarily single-family and small multifamily residential buildings. The area was previously an industrial corridor in the late 19th century and early 20th century. Redevelopment of industrial corridors into residential areas has been a common theme in large urban centers since industrial parcels have become obsolete and pressures for residential redevelopment increased because of their prime location. The remaining industrial buildings 45 years or older have been converted to single-family and multifamily residential buildings. The original building stock includes wood frame and brick cottages, Chicago two-flats, and limited commercial buildings.

The three (3) distinct communities are located within the APE and have been further researched to understand the APE's historic context. The City of Chicago comprises 77 officially designated community areas, which often closely follow informal neighborhood boundaries. The Project corridor exists at the boundary between Lake View and Lincoln Park to the east and North Center to the west. **Figure 3-5** provides a community area map.

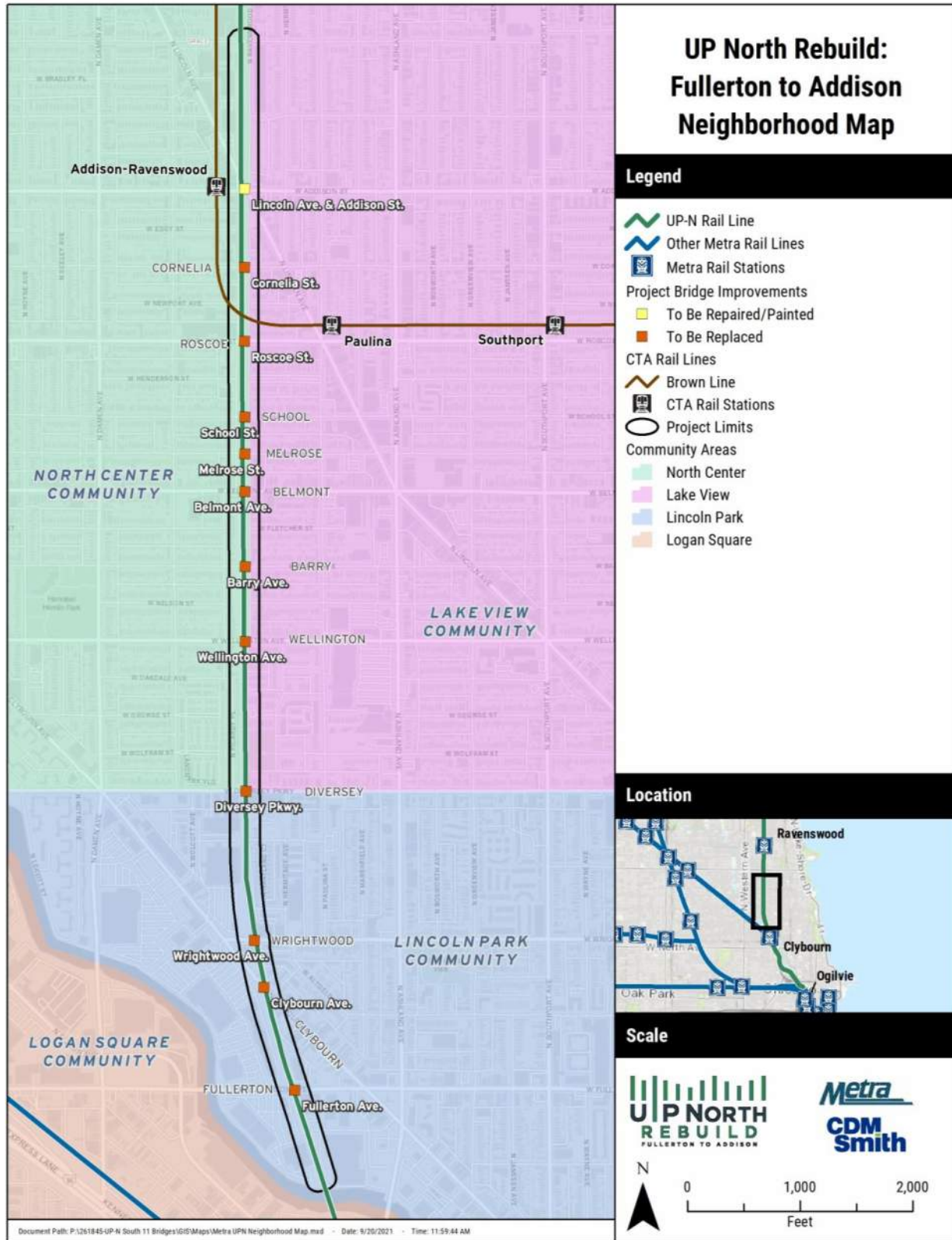


Figure 3-5: Community Area Map

3.2.2.1 Lake View

The Lake View Community Area, also commonly referred to as Lakeview, was originally an independent township and city in its own right that was legally organized in 1857. As a township, it originally served as a summer getaway for the city’s residents, with the Lakeview Hotel as the center of the village. Lake View 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 [1] 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.

Lake View was eventually annexed into the City of Chicago in 1889. Early residents of the community in the 19th century were dominated by farmers from Germany, Sweden, and Luxembourg, who primarily produced celery. Continued urbanization in the 19th and early 20th centuries attracted new residents and brought in burgeoning commercial and recreational facilities. Highlights include the construction of Wrigley Field in 1914 and Wieboldt’s Department Store in 1917, anchoring a new shopping district at Lincoln, Belmont, and Ashland Avenues. Southwestern Lake View’s working-class residential character merged with that of neighboring North Center, as industrial workers sought homes near their jobs.

Within the first half of the 20th century, Lake View continued to grow in population and new residential construction began to be built, featuring luxury steel-and-glass apartment towers that were concentrated near the lakefront and along major arterial streets. The housing stock in the rest of Lake View, however, continued to age, and the area suffered from overall disinvestment. Following World War II, continued growth and changes in both ethnicity makeup and the architectural structure of Lake View alarmed residents, who organized the Lake View Citizens Council in the 1950s to fight potential blight. This organization encouraged private redevelopment and rehabilitation rather than government assistance through conservation areas. Since the 1970s and continuing today, much of Lake View has been characterized by its trendy commercial areas and has been popular among single, childless young adults.⁸

3.2.2.2 Lincoln Park

Today’s Lincoln Park Community Area was originally a part of Lake View Township during much of the 19th century, and it was eventually annexed into the City of Chicago in 1889. The first European residents of the area primarily included German truck farmers. Because of the products grown, this area was initially nicknamed the “Cabbage Path.” The neighborhood is best known for Lincoln Park,

⁸ Seligman, A. n.d. “Lake View.” *Encyclopedia of Chicago*. Accessed August 31, 2021, <http://www.encyclopedia.chicagohistory.org/pages/715.html>.

a large park located at the southeast corner of the community along the lakeshore. This recreational area was originally a cemetery, established in 1837, and redesignated as a park named “Lake Park” in 1864. The park was renamed in 1865 shortly following the assassination of President Abraham Lincoln.

The late 19th through the late 20th centuries brought significant upheaval to the neighborhood over the years. During the Great Fire of 1871, most of Lincoln Park was destroyed and quickly rebuilt in the proceeding years. The following decades included rapid development of industrial plants, primarily furniture factories, and the Deering Harvester Works. These industrial corridors were concentrated along the North Branch Chicago River. Another notable development during the late 19th century was St. Vincent’s College (later renamed DePaul in 1907), which helped establish Lincoln Park as a major cultural center in the City. The Great Depression caused significant housing stock deterioration as residents subdivided or neglected properties. Following World War II, residents worried the neighborhood was on the verge of becoming a slum. In 1954, the Lincoln Park Conservation Association (LPCA) was created to encourage private rehabilitation and use government funds for neighborhood renewal. By the end of the 20th century, land values within Lincoln Park had greatly increased, cementing the neighborhood as one of the highest-status neighborhoods in the city.⁹

3.2.2.3 North Center

The North Center Community Area comprises the unofficial neighborhoods of Roscoe Village, St. Ben’s, Hamlin Park, and North Center. In the 1840s, the community’s property was primarily owned by John H. Kinzie and William B. Ogden, who failed to develop residential areas adjacent to the C&NW Railway’s stops. Similar to Lincoln Park, the area was primarily used by German truck farmers prior to industrialization. In the last quarter of the 19th century, the industrial potential of the North Branch Chicago River was realized. The Deering Harvester Works opened in Lincoln Park and later expanded into North Center along the river. North Center quickly earned the nickname “Bricktown,” as brickyards and clay pits were established along the North Branch from exploding demand following the Great Fire of 1871. An industrial corridor along Ravenswood Avenue quickly rose as well. By the late 1890s, North Center’s mainly immigrant population began to decrease as residents were now able to commute from other parts of the city due to increased transportation and cheap housing.

By the early 20th century, the clay pits in North Center began to shut down and quickly became dumping grounds for garbage. The areas were briefly used as the Mid-City Golf Links, which was eventually redeveloped into Lane Technical High School in 1934. During the Great Depression, one of Chicago’s first public housing complexes, Lathrop Homes, was built in North Center near the river at Diversey Avenue. The population of North Center declined between the 1940s and 1990s as many white Chicagoans began to move to the suburbs. The population was replaced with diverse populations of people of Hispanic, Korean, and Filipino descent. In the 1990s and following, the popularity of newly designated neighborhoods such as Roscoe Village in and surrounding North

⁹ Seligman, A. n.d. “Lincoln Park.” *Encyclopedia of Chicago*, Accessed August 31, 2021, <http://www.encyclopedia.chicagohistory.org/pages/746.html>.

Center led to increased popularity and population growth. The rise also provoked fears of gentrification as longtime residents could no longer afford to live in the neighborhoods.¹⁰

3.3 Eligibility Assessment

The following describes resources that required further scrutiny in determining NRHP eligibility. The locations of surveyed resources are depicted in **Appendix A** and full survey forms for all recorded resources may be found in **Appendix B**.

3.3.1 UP North Line

The UP North Line was evaluated for listing in the NRHP under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation”, the NRHP evaluation guidelines provided in the Minnesota Department of Transportation (MDOT) context study, “Minnesota Statewide Historic Railroads Study Project Report”, and the NRHP nomination form “Railroads in Minnesota, 1862-1956.” Currently, no Illinois specific guidance is available for evaluating railroads under NRHP criteria. Guidance from the state of Minnesota was used over other statewide documents as both states are located in the Midwest and share similarities in historical railroad development.

Within the scope of this determination of eligibility, only the segment of the UP North Line that is located within the APE is being evaluated for NRHP eligibility. This includes the approximately 2-mile segment of the UP North Line within the Project APE from north of the North Branch Chicago River bridge (UP MP 3.27) to approximately Grace Street (UP MP 5.22). Pursuant to 36 CFR 800.4(b)(1), the level of effort provision for the identification of historic properties has been met with this evaluation and an evaluation of the entire UP North Line is beyond the scope of this undertaking.

The Minnesota Statewide Historic Railroads Study Project Report contains applicable information for evaluating rail-related resources, regardless of location. Its guidelines states that railroads must meet the following requirements to be considered eligible for listing in the NRHP as a Railroad Corridor Historic District:

- Under Criterion A, a railroad corridor historic district should have a significant and demonstrable association with the transportation area of significance, characterized by the important connections created by railroad corridors or by the types and volumes of traffic they carried. They must meet at least one of the following transportation significance requirements:
 1. Following the construction of the railroad, the rate of settlement must significantly increase in a region without regional roads or a navigable river, to provide long-distance transportation options.
 2. The railroad must provide transportation between a significant class of resources or a significant manufacturing or commerce node and an important transfer point or terminal market for commodities, products, or services; and either establish a railroad connection

¹⁰ Seligman, A. n.d. “North Center.” *Encyclopedia of Chicago*, Accessed August 31, 2021, <http://www.encyclopedia.chicagohistory.org/pages/899.html>.

that did not previously exist or served as the dominant transportation corridor, and establishment of the connection must follow a significant expansion of an industrial, commercial, or agricultural practice.

3. Important early connections must be made within the area's railroad network or with other modes of transportation.
 4. The railroad must provide a critical link or junction between two or more important railroad corridors, and the connection must lead to a significant expansion of operations in the transportation network or in commerce or industry.
- Under Criterion B, railroad corridors are not eligible because they were built and operated by large corporations that represent the work of many people, rather than individuals.
 - Under Criterion C, railroad corridors are not eligible because they are inherently unable to be significant and distinguishable entities that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master. By the time (North American/Midwestern) railroads were constructed, the basic technology of railroad tracks had been established and railroad engineers had a great deal of experience in designing railroad railways. Any associated buildings or structures within railroad corridors generally followed standard designs modified to meet local site conditions. Additionally, segments of railroad corridors were modified, and individual components were upgraded and periodically replaced.
 - The railroads are not evaluated under Criterion D because they do not show nor are likely to yield information important to history or prehistory.
 - At a minimum, the railroad corridor must retain integrity of location, design, and materials and its railroad trackbed should retain historic integrity.
 - At a minimum, the railroad corridor includes a railroad trackbed and can also include associated railroad-related support buildings and structures, such as railroad stations, railroad yards, railroad depots, railroad grade separation structures, and railroad section houses.

Based on these guidelines, the following evaluation considers the contribution of the individual railroad components to the overall eligibility of the segment of the UP North Line within the APE, as well as the individual NRHP eligibility of the railroad components. The eligibility evaluation of the segment of the UP North Line within the APE follows in **Section 3.3.1.1**. The components of the line that were individually evaluated are the bridges (**Section 3.3.1.2** and **Section 3.3.1.3**), bridge abutments (**Section 3.3.1.4**), retaining walls (**Section 3.3.1.5**), and railroad trackbed (**Section 3.3.1.6**).

3.3.1.1 UP North Line within the APE Eligibility Recommendation

The greater UP North Line, which is 51.6 miles in length, is an urban commuter Metra line in the Chicago Metropolitan Area that runs between Chicago's Ogilvie Transportation Center and Kenosha, Wisconsin. The railroad is not noteworthy for any industrial, commercial, or agricultural activity. However, the line is important as the Chicago and Milwaukee Railway, which included

what is now the UP North Line, and provided the first railroad connection between Chicago and Milwaukee. In addition, the UP North Line's history is primarily associated with commuter transportation in Kenosha, Wisconsin and Lake County, Illinois. These areas experienced town growth and population increases near train stations following its construction.

For this NRHP evaluation, the segment of the UP North Line within the APE was evaluated. This includes the approximately 2-mile segment of the UP North Line from north of the North Branch Chicago River bridge (UP MP 3.27) to approximately Grace Street (UP MP 5.22). The railroad was evaluated within the historic context of these geographic parameters and by the evaluation of its individual components further discussed in **Sections 3.3.1.2 through 3.3.1.6**.

Under Criterion A and following the Minnesota Statewide Historic Railroads Study Project Report, the four transportation significance requirements have been reviewed for the segment of the UP North Line within the APE. The following describes the applicability of all four Criterion A significance requirements as described in **Section 3.3.1**:

1. No station within this UP North Line segment was ever constructed. Therefore, the railroad's commuter service has not historically served the local community or significantly affected the rate of settlement within the Project's APE or surrounding communities. While the UP North Line as a whole contributed to the commuter service, rate of settlement and history of the greater line between Chicago and Kenosha, this segment of railroad provided only a minor contribution to that connection.
2. The segment of the UP North Line within the APE does not include a significant manufacturing or commerce node or an important transfer point or terminal market for commodities, products, or services. The railroad has primarily functioned as a commuter line throughout its history and is not notably associated with any industrial, commercial, or agricultural activities. No railroad connection has been established within the Project's APE or surrounding communities to serve as the dominant transportation corridor or lead to a significant expansion of an industrial, commercial, or agricultural practice. In fact, those industries were replaced with residential uses.
3. The segment of the UP North Line within the APE did not create important early connections within the area's railroad network or with other modes of transportation. There have been no significant stations, transfer points, nodes, or other terminals within the APE during its history. Multiple parallel travel and trade routes were also already established between Chicago and southern Wisconsin through Lake Michigan and Green Bay Road, which runs from Waukegan to Kenosha, thus subverting the UP North Line.
4. The segment of the UP North Line within the APE did not significantly contribute to critical links or junctions between railroad corridors or lead to a significant expansion of operations of the transportation network, in commerce, or in industry. While the Chicago and Milwaukee Railway, which included the UP North Line, was the first railroad connection between Chicago and Milwaukee, this segment of the UP North Line did not significantly contribute to this connection as no critical links or junctions exist within the APE.

As the segment of the UP North Line within the APE does not meet any of the four significance requirements, it is not eligible under Criterion A. Further, the individual components within this segment have been either altered, repaired, or in some cases replaced over time and may no longer retain sufficient integrity of design or workmanship. Portions of the retaining walls and their material have been modernized overtime. The majority of the retaining walls retain good integrity, but the historic material is in fair or poor condition due to material deterioration and weathering. The abutments retain good integrity but are in fair condition with material deterioration directly under bearing points where loads are concentrated.

Under Criterion B, railroad corridors are not eligible because they were built and operated by large corporations that represent the work of many people, rather than individuals. One component of the UP North Line within the APE, the Lincoln Avenue/Addison Street bridge, was evaluated during this process under Criterion B due to its connection to Mayor Daley, it was found not to be representative of his productive life (**Section 3.3.1.3**). Further research has not shown the UP North Line to be closely associated with any other individuals with specific documented contributions to history. Therefore, it is not eligible under Criterion B.

Under Criterion C, by the time this segment of the UP North Line was constructed, the basic technology of railroad construction had been established for several decades. Additionally, construction along this segment of railroad did not present unique engineering challenges or require special design considerations. The elevation of the railroad was not unique to the UP North Line and was previously completed along other railroad lines in Chicago as part of a citywide grade separation program being implemented in Chicago and in other cities throughout the United States. Further, the individual railroad components are utilitarian or typical designs of their period and are not significant individually or collectively in the design of the railroad. Therefore, this section of the UP North Line lacks the engineering distinction required for listing in the NRHP and is not eligible under Criterion C.

As noted above, the UP North Line was not evaluated for eligibility under Criterion D as part of this assessment because railroads like these do not show nor are likely to yield information important to history or prehistory.

Eligibility Recommendation: Recommended not eligible for the NRHP.

3.3.1.2 UP North Line Bridges from Fullerton Avenue to Cornelia Avenue

Figure 3-6 shows pictures of the 11 bridges. The 11 steel through girder bridges are not eligible for inclusion in the NRHP individually under Criterion A because the bridges did not have an impact on the broad patterns of the City of Chicago's history.

Based on the background historical research, Moritz Lassig, the design engineer, had not elevated himself through his practice or other activities. Although active in Chicago, Lassig's influence on bridge design was limited to implementing utilitarian structures that were common at the time. Therefore, the bridges are not associated with a person who was significant to Chicago's past and are not eligible under Criterion B.

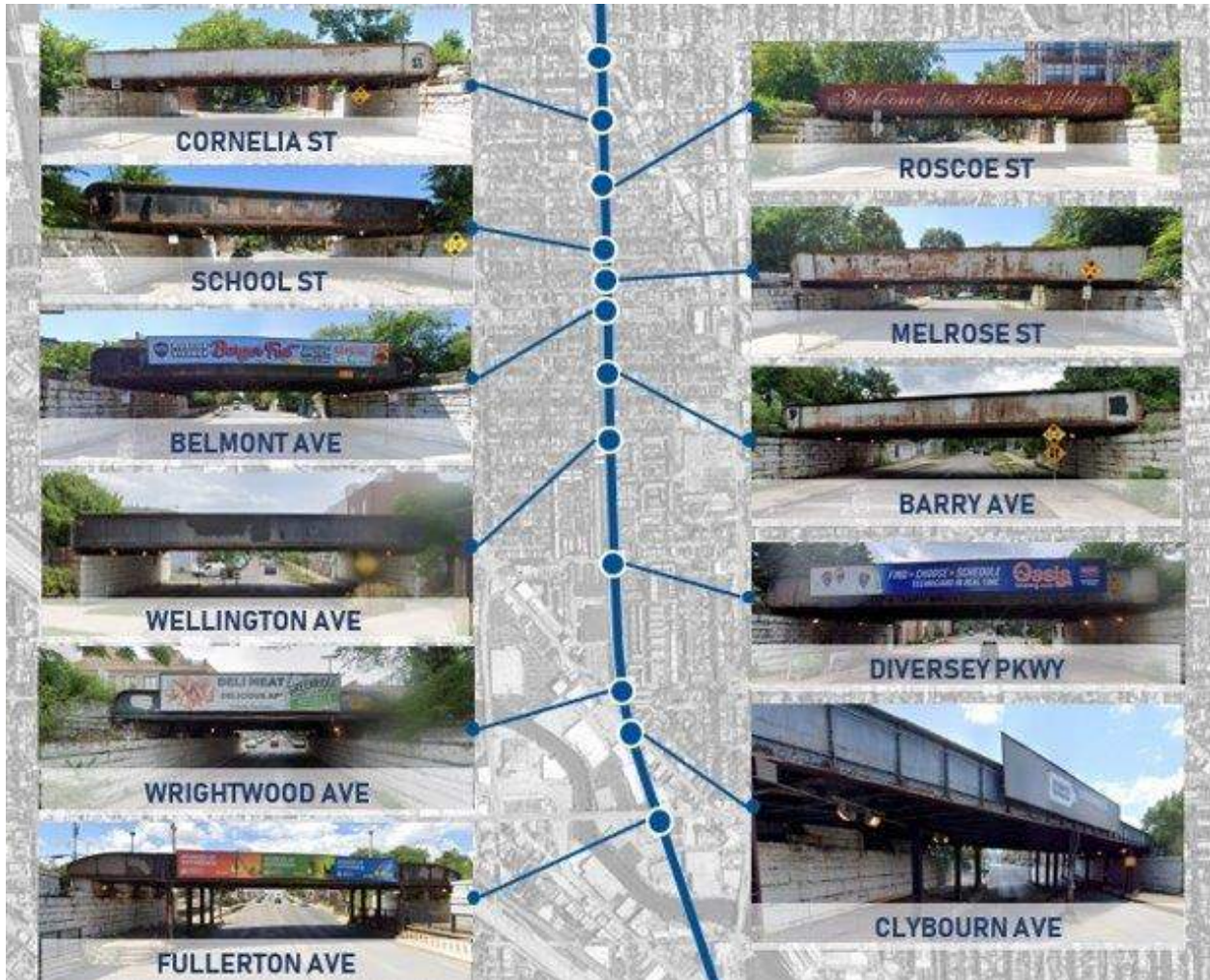


Figure 3-6: UP North Line Bridge Locations

Under Criterion C, Lassig’s bridges do not represent the work of a master and the simple utilitarian bridge design does not offer distinctive characteristics for the type, period, or method of construction. Steel through girder bridges were a common bridge type for the period.

The 11 bridges were not evaluated under Criterion D as they are unlikely to yield information important in prehistory or history.

Eligibility Recommendation: Recommended not eligible individually for the NRHP. Recommended not contributing to the section of the UP North Line within the APE.

3.3.1.3 Lincoln Avenue/Addison Street Bridge

Touted as one of his achievements during his first term, Richard J. Daley helped fund and implement this bridge and made other roadway and railroad improvements to increase the safety and speed of movement within the city limits. The problem regarding safety at the Lincoln Avenue/Addison Street intersection was previously identified, and the bridge was proposed in the early 1940s. Because of the various budgeting issues and World War II, the project was not

implemented until 1959 after Mayor Daley began promoting the project. The Lincoln Avenue/Addison Street Bridge is depicted in **Figure 3-7**.



Figure 3-7: Lincoln Avenue/Addison Street Bridge

Although important to freeing up circulation at the intersection, the bridge is not eligible under Criterion A because this association does not significantly contribute to the broad patterns of Chicago’s history. Likewise, under Criterion B for association with a person of significance, this bridge is associated with Mayor Daley’s contributions to the City of Chicago, but this association is not representative of his life’s work or his legacy that includes larger-scale urban redevelopment projects. The simple utilitarian bridge design does not represent the work of a master and does not offer distinctive characteristics for the type, period, or method of construction. Steel through girder bridges were a common bridge type for the period. Therefore, this bridge is recommended not eligible under Criterion C.

The bridge was not evaluated under Criterion D as it is unlikely to yield information important in prehistory or history.

Eligibility Recommendation: Recommended not eligible individually for the NRHP. Recommended not contributing to the section of the UP North Line within the APE.

3.3.1.4 UP North Line Bridge Abutments

There are two types of abutments within the APE: masonry and concrete.

Masonry: The masonry abutments are the structural support for the through-girder bridges and extend beyond the width of the bridge to transfer the loads to grade. The material of the abutments within the APE is limestone. The masonry abutments, which support all 11 bridges to be replaced, appear to be original to c. 1900, the date the tracks were elevated. Most of the abutments have deterioration near or directly under bearing points where the bearing loads are concentrated. The visible portions of the masonry abutments appear to be in fair condition with most of the abutments having deterioration only near or directly under bearing points where loads are concentrated.

Concrete: The concrete abutment that structurally supports the Addison/Lincoln Street bridge appears to be original to 1959, the date the bridge was constructed. The visible portions of the abutments appear to be in good condition overall with minimal deterioration and water damage.

As a part of the project, the masonry abutments are being preserved as retaining walls at nine (9) bridges with new concrete abutments behind. The masonry abutments at Clybourn Avenue and Fullerton Avenue will need to be replaced in the same location with concrete abutments, due to the limited right-of-way, abutment skew and required phased construction. The abutments do not offer distinctive characteristics for the type, period, or method of construction and therefore are not individually eligible under Criterion C nor are they contributing to the line.

Eligibility Recommendation: Recommended not eligible individually for the NRHP. Recommended not contributing to the section of the UP North Line within the APE.

3.3.1.5 UP North Line Retaining Walls

There are four types of retaining walls within the APE: stone, wood, metal, and concrete. **Table 3-2** lists the types of retaining walls and linear feet of each type within the APE. The locations of retaining walls by type are depicted in the **Map of Surveyed Resources** in **Appendix A**.

Table 3-2: UP North Line Retaining Walls by Type within the APE

Retaining Wall Type	Approximate Linear Feet within APE	Percent of Total
Stone	4,100 feet	33%
Wood Lagging	950 feet	8%
Metal Sheet Piling	3,350 feet	27%
Concrete	4,050 feet	32%
Total	12,450 feet	-

Stone: Stone retaining walls are located immediately adjacent to the bridge abutments and along UP right-of-way throughout the Project corridor, east and west of the existing tracks. Where extant, the stone material appears to be original to c. 1900 when the tracks were elevated. Isolated sections have been replaced with concrete, metal sheeting, or wood lagging over time. The integrity of the stone retaining walls is rated as good and the conditions are rated from good to poor throughout the Project corridor.

Wood: Retaining walls made of wood are located along the UP right-of-way between Cornelia Avenue and Diversey Parkway, east and west of the existing tracks. These retaining walls are constructed of wood sheeting composed of horizontal wood lagging supported by wooden soldier beams. The wood sheeting appears to have been added at an unknown date after the tracks were elevated. The integrity of the wood retaining walls is rated as good and the condition is rated as fair.

Metal: Retaining walls composed of metal materials are located along the UP right-of-way between Grace Street and Roscoe Street, east and west of the existing tracks. These retaining walls are constructed of metal sheet piling. The metal sheeting appears to have been added at an unknown date after the tracks were elevated. The integrity of the metal retaining walls is rated as good and the condition is rated as good.

Concrete: Retaining walls made of concrete are located along the UP right-of-way throughout the Project corridor, east and west of the existing tracks. Concrete retaining walls are located throughout the Project corridor. These retaining walls are constructed of cast-in-place or precast concrete panels. The concrete retaining walls are newer infill replacement retaining walls that were added when the original retaining walls deteriorated. The integrity of the concrete retaining walls is rated not applicable due to age and the condition is rated as excellent.

The retaining walls do not offer distinctive characteristics for the type, period, or method of construction and therefore are not individually eligible under Criterion C nor are they contributing to the line.

Eligibility Recommendation: Recommended not eligible individually for the NRHP. Recommended not contributing to the section of the UP North Line within the APE.

3.3.1.6 UP North Line Railroad Trackbeds

The railroad trackbed within the APE is at an elevated surface covered with ballast and railroad tracks with steel rails resting upon timber ties. The UP North Line railroad trackbed runs the length of the APE and is consistent with the way tracks were constructed c. 1900, the date the tracks were elevated. The configuration of the trackbed has changed over time, as the railroad previously had three (3) or more tracks within the APE but now only includes two (2) tracks through these extents. The materials that make up the trackbed, including ballast, ties, plates, and rails have been replaced over time through routine maintenance activities.

The railroad trackbed does not offer distinctive characteristics for the type, period, or method of construction; therefore, it is not individually eligible under Criterion C nor is it contributing to the line.

Eligibility Recommendation: Recommended not eligible individually for the NRHP. Recommended not contributing to the section of the UP North Line within the APE.

3.3.2 National Register of Historic Places–Eligible Neighborhood Resources

Historic architects and architectural historians reviewed background historic context information and conducted a detailed field investigation to assess eligibility of historic-age resources within the APE that are outside the rail corridor. All resources were documented. Properties were evaluated for individual NRHP eligibility and to determine whether they could be considered as contributing resources of a historic district. No potentially eligible historic districts were identified within the APE as no cohesive architectural styles between individual buildings was observed. Infill development of modern buildings has also occurred within the APE. Most of the residential buildings over 45 years old in the area include visible additions and/or significant alterations including removal of distinctive architectural features and historic materials. Most of the industrial buildings have either been rehabilitated or adapted to accommodate a new use. Of the 229 properties adjacent to the railroad structure and within the APE, 139 properties have structures over 45 years old and two (2) of those resources were identified as NRHP-eligible. **Appendix B** provides detailed survey forms for all resources evaluated.

3.3.2.1 1800 W. Roscoe Street (Eversharp Pencil Factory) – Property 056

The large-scale industrial building at 1800 W. Roscoe Street was constructed circa 1920 as a pencil manufacturing factory for Eversharp and Wahl Company. It is a five (5)-story concrete frame building with brick cladding and large industrial window openings with stone sills. The exterior of the building has parapet-level ornamentation of terra cotta reliefs in the shape of pencils. The main entrance of the building is at the south primary facade adorned by a modern exterior glass vestibule supported by concrete columns constructed as a part of the c. 1990 rehabilitation project.

Charles Rood Keeran obtained his patent for what is now called a mechanical pencil on March 9, 1915. He signed a contract with the Wahl Adding Machine Company of Chicago to manufacture Eversharp pencils at this location. Wahl also entered the pen business by buying Boston Fountain Pen Company. Over the span of years, the company went through a number of ownerships, including the Wahl Adding Machine Company, Eversharp Inc., Parker Pen, Parker Pen (Benelux), Astro Pen, and Eversharp Pen Company, and now production continues under the Wahl-Eversharp banner.¹¹ In 1960, the Parker Pen Company moved operations to a smaller location in Arlington Heights, Illinois, and sold the factory to a developer that modified the property for multitenant commercial uses.¹²

By the mid-1970s, both suburban and city residents were beginning to rediscover the solid housing stock and convenient transportation options available to and from Roscoe Village. The area began to attract “urban pioneers” who bought two-flats specifically to fix them up, restore them to their former glory, and live in them. In 1990, the purchase and condominium conversion of the Eversharp building, better known as the “pencil factory” at 1800 W. Roscoe Street, caught the attention of the whole City.

¹¹ The Pen Family. n.d. “Our Story: Wahl-Eversharp.” Accessed December 9, 2021, <https://thepenfamily.com/pages/our>.

¹² *Chicago Tribune*. 1988. “Condos to Erase Traces of Pencil Factory.” February 13, 1988. Accessed October 9, 2021. <https://www.chicagotribune.com/news/ct-xpm-1988-02-13-8803300238-story.html>

At first, the project appeared to be a losing proposition, but after the sale and rehabilitation of the factory to condominiums by Calvin Boender and Robert Finnigan, partners in Historic Properties Ltd., the project was a major success. This contributed to redevelopment and housing construction in Roscoe Village, which resulted in a dramatic increase in property values. Buildings that sold for \$20,000 in 1971 were now selling for up to \$400,000, and by 2000 a few were listing as high as \$800,000.¹³

As a part of the rehabilitation project, the industrial windows were replaced with hung windows of modern material that did not replicate the industrial window pattern. The interior configuration was altered to accommodate apartments and amenities. Alterations to the exterior of the building had a moderate impact on the original facade and its character-defining features. No alterations to the original openings within the exterior glass vestibule have occurred, which is located at the original entrance of the factory. There are no other additions to the building visible from the public way. Exterior alterations were performed by Reliable Building Systems (RBS), which included grinding and tuckpointing of mortar joints, localized reconstruction of brick masonry spandrel panels, and lintel refurbishment. RBS also performed the removal, replacement, and installation of flashing systems, concrete patch repairs, and installation of silicone sealant at joints between concrete framing and masonry cladding. The integrity of the building was determined to be fair because there are moderate physical alterations to character-defining features of workmanship, design, and materials. There have been no alterations to location and setting and minimal effect to feeling and association.

The Eversharp Pencil Factory is shown on the 1923 Sanborn Fire Insurance Maps (**Figure 3-8**) and photographs of the existing building are shown in **Figure 3-9** and **Figure 3-10**.

Eligibility Recommendation: Under Criterion A for significance and association with the local history of Chicago and association with the invention of the mechanical pencil, this building is **recommended eligible** for the NRHP.

¹³ Hadley, C. "Roscoe Village – Then and Now." Roscoe Village Neighbors. Accessed March 18, 2021, <https://www.roscoevillage.org/about/history/>.

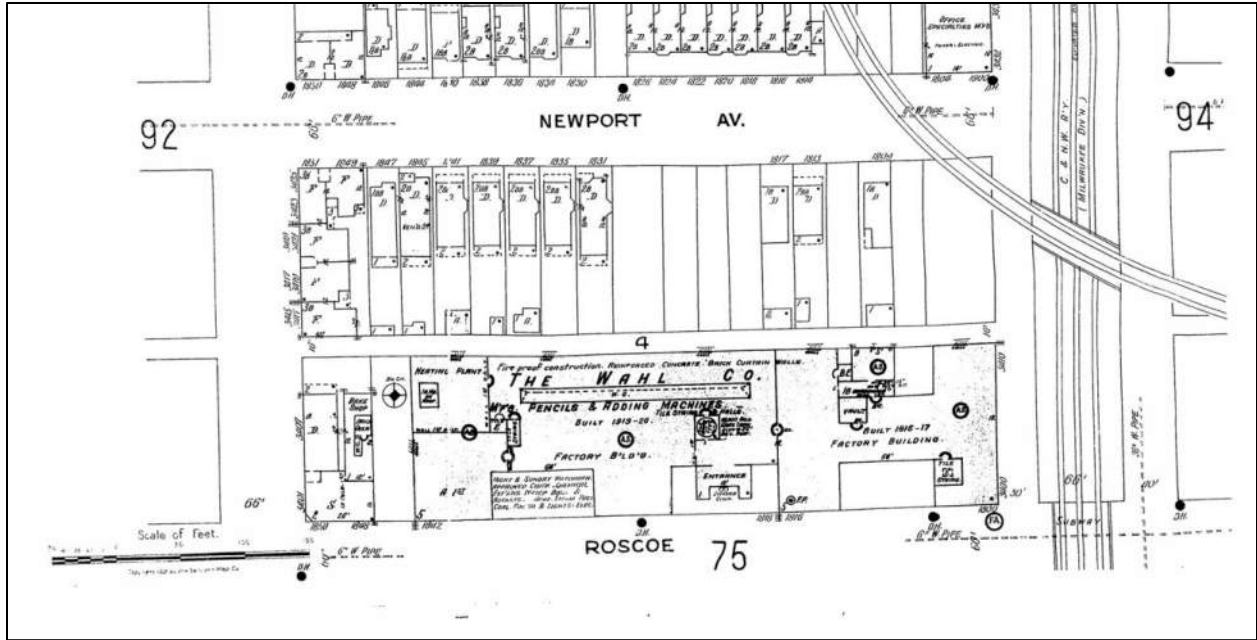


Figure 3-8: 1800 W. Roscoe Street, Sanborn Fire Insurance Map, 1923



Figure 3-9: 1800 W. Roscoe Street, Elevation



Figure 3-10: 1800 W. Roscoe Street, Entrance on Roscoe Street

3.3.2.2 1751–1757 W. Belmont Avenue (Monastery Hill Bindery) – Property 138

The building located at 1751–1757 W. Belmont Avenue was constructed in 1902 and has been owned continuously by the Monastery Hill Bindery, a commercial bindery that currently specializes in luxury hotel and restaurant materials. The building was designed by George L. Pfeiffer for the Monastery Hill Bindery and includes Tudor Revival influences. Rectangular in plan, the building is two (2) stories in height and clad in brick, with ornamental brickwork and a rusticated limestone base at the primary (north) facade.

The primary facade comprises four (4) bays defined by distinct Tudor Revival polychrome brick pointed arches and limestone accents. The secondary and tertiary facades at the east, west, and south are built of Chicago common brick with simple rectangular punched window openings. The main entrance of the building is located in the narrower, eastern bay and is set in a pointed arched opening with glass sidelights and transom. The three (3) main bays are each defined by a large two (2)-story yellow brick pointed arch that surrounds three (3) windows at each floor. The facade is terminated by a decorative masonry parapet with dentil ornamentation at the base of the parapet. The garage adjacent to the building is the only secondary structure at the site.

The double-hung wood windows are multi-lite-arched panes in a three (3) over one (1) composition with limestone sills. The second-floor window openings are hooded by limestone pointed arch lintels, whereas the first-floor windows have soldiered brick flat arch lintels.

The origins of the Monastery Hill Bindery began in 1868 as Ernst Hertzberg learned the craft of bookbinding in his early years in Gramzow, Germany. Because of his early experience with bookbinding, he soon landed a job with Ringer Book Bindery located on Randolph Street, just above the legendary Henrici's Restaurant. Within 10 years, he was given the opportunity to buy into ownership of the firm. In 1902, the bookbinding business moved to its current location on Belmont Avenue in the Chicago neighborhood of West Lake View.

Hertzberg bought out his partners at Ringer & Hertzberg Bindery and promptly changed the name to Ernst Hertzberg and Sons, Monastery Hill Bindery. The name "Monastery Hill" was chosen in remembrance of the ruins of the ancient monastery in his hometown of Gramzow, which inspired his career. Hertzberg worked for 49 years in Chicago. He hired and trained many brilliant bookbinders, all of whom helped establish Monastery Hill Bindery as a premier business in the trade. The business has been located at the current location since 1902, still uses the original bookbinding machines, and is managed by the same family. Hertzberg was nationally known as an expert and master craftsman on bookbinding.¹⁴ Since 1989, the Monastery Hill Bindery has shifted its business to become a supreme manufacturer of luxury amenities, such as modern menu covers, guest service directories, and other similar amenities, for the hotel and restaurant industry.¹⁵

As Chicago became a regional hub for printing and binding businesses after World War I, this long-standing business historically focused on, and still presently operates as a bindery. This continuous operation and adaptation represent the industrial evolution of the City of Chicago, along with its history of local printing and binding.

CHRS listed that the building was constructed circa 1910, and 1923 Sanborn Fire Insurance Maps (**Figure 3-11**) of the area show the current building and the adjacent garage. **Figure 3-12 and Figure 3-13** include photographs of the Monastery Hill Bindery.

The integrity of the building has been rated excellent because no physical alterations have affected the characteristics that define the resource's integrity: location, design, setting, materials, workmanship, feeling, or association. The building retains all distinctive character-defining features. The main entrance remains intact and appears to be original. The windows on the primary (north) facade appear to be original on the first and second floors. Most windows on the secondary (west) facade also appear to be original. Two windows at the west facade have been replaced due to deterioration. There are no additions or alterations to the building visible from the public way and the building retains its original design.

Eligibility Recommendation: Under Criteria A and C for architectural and historic significance, this commercial building is an excellent example of the Tudor Revival style on a commercial building and has been continuously operated by the same local business. It is associated with a nationally known craftsman and contributes to the art of manual bookbinding. The business also represents

¹⁴ *Chicago Tribune*. 1936. "E. C. J. Hertzberg obituary." January 2, 1936. Accessed December 6, 2021

¹⁵ Monastery Hill Bindery. "Monastery Hill Bindery History" Accessed April 7, 2018, <https://monasteryhill.com/why-monastery-hill/history/>.

the City of Chicago's industrial printing and binding history; it is **recommended eligible** for the NRHP.

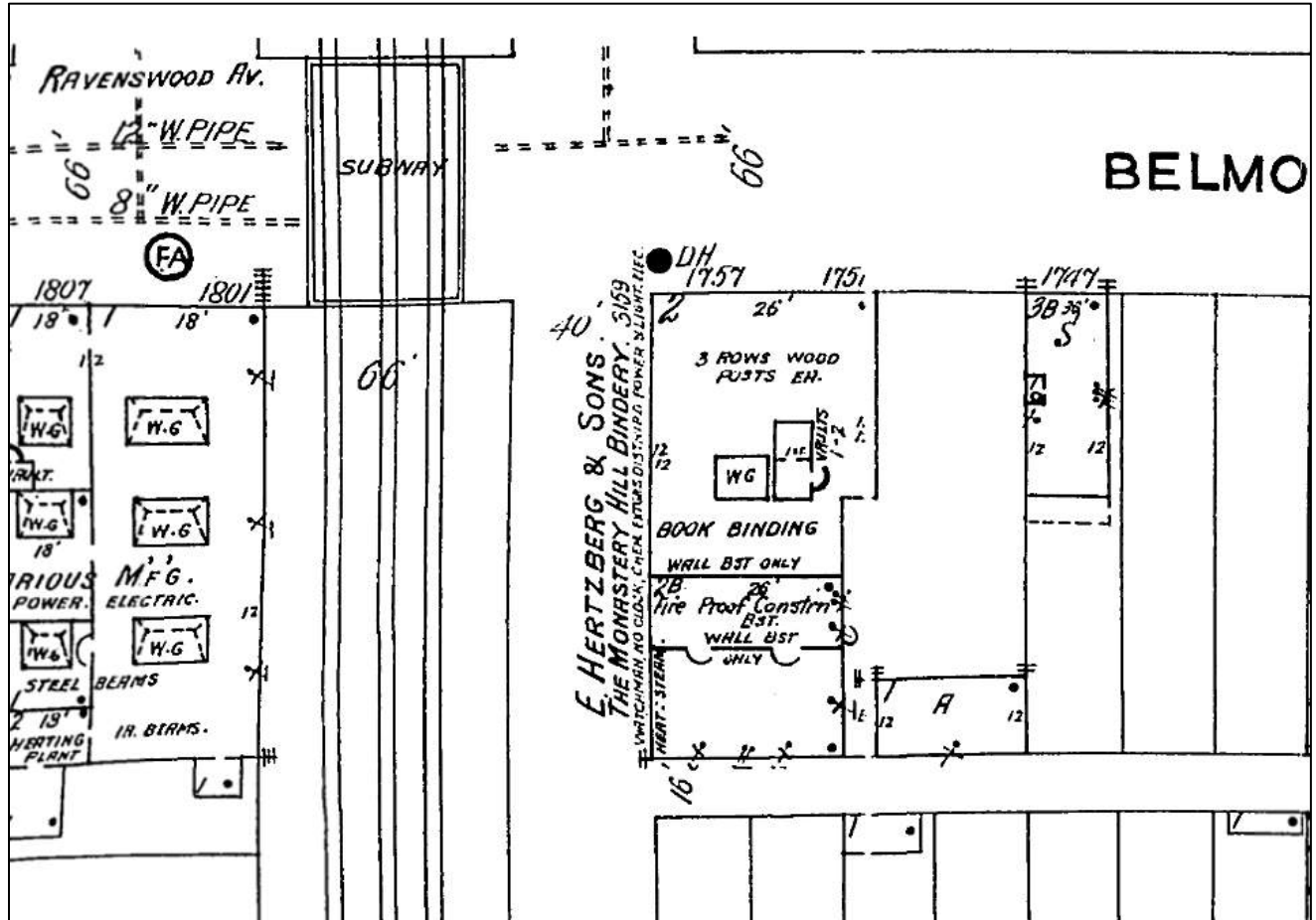


Figure 3-11: 1751-1757 W. Belmont Avenue, Sanborn Fire Insurance Map, 1923



Figure 3-12: 1751-1757 W. Belmont Avenue, Secondary Elevation



Figure 3-13: 1751-1757 W. Belmont Avenue, Primary Elevation

3.4 NRHP Eligibility Summary

A total of 245 properties, which includes the UP North Line, components of the UP North Line and neighborhood resources within the APE, were investigated for NRHP eligibility. **Table 3-3** summarizes the properties that were reviewed for NRHP eligibility. Two (2) resources were determined to be NRHP-eligible. These include the Monastery Hill Bindery (1751-1757 W. Belmont Avenue) and the Eversharp Pencil Factory (1800 W. Roscoe Street).

Table 3-3: Summary of Eligibility Assessments

ID	PIN 10	Resource Address	Current Use	Year	Criteria	Individually Eligible
N/A	N/A	UP North Line within the APE	Transportation	1848	None	No
UP North Line Components within the APE						
A	17036A	Fullerton Avenue Bridge	Transportation	1899	None	No
B	17037A	Clybourn Avenue Bridge	Transportation	1899	None	No
C	17037C	Wrightwood Avenue Bridge	Transportation	1899	None	No
D	17040	Diversey Parkway Bridge	Transportation	1896	None	No
E	17042	Wellington Avenue Bridge	Transportation	1896	None	No
F	17044	Barry Avenue Bridge	Transportation	1896	None	No
G	17045A	Belmont Avenue Bridge	Transportation	1896	None	No
H	17046A	Melrose Street Bridge	Transportation	1896	None	No
I	17046B	School Street Bridge	Transportation	1896	None	No
J	17047	Roscoe Street Bridge	Transportation	1896	None	No
K	17049	Cornelia Street Bridge	Transportation	1896	None	No
L	17050A	Lincoln Avenue/Addison Street Bridge	Transportation	1959	None	No
M	N/A	UP North Line Abutments within the APE ¹	Transportation	1896-1959	None	No
N	N/A	UP North Line Retaining Walls within the APE ²	Transportation	Various	None	No
O	N/A	UP North Line Trackbed within the APE	Transportation	c. 1900	None	No
Neighborhood Resources						
001	14-19-220-005	3728 N. Ravenswood Avenue	Storage	2010	None	No
002	14-19-220-006	3635-3645 N. Lincoln Avenue	Institutional	1926	None	No
003	14-19-220-014	1801 W. Grace Street	No Structure	N/A	None	No
004	14-19-221-001	3701-3759 N. Ravenswood Avenue	Mixed Use	1930	None	No
005	14-19-228-024	3628 N. Lincoln Avenue	Business	1960	None	No

HISTORIC ELIGIBILITY AND EFFECTS REPORT

ID	PIN 10	Resource Address	Current Use	Year	Criteria	Individually Eligible
006	14-19-228-025	3620 N. Lincoln Avenue	Business	1919	None	No
007	14-19-228-026	3618 N. Lincoln Avenue	Business	1940	None	No
008	14-19-228-027	3614 & 3616 N. Lincoln Avenue	Business	1940	None	No
009	14-19-228-031	1800–1808 N. Lincoln Avenue	Business	1954	None	No
010	14-19-228-032	3604 N. Lincoln Avenue	Business	1950	None	No
011	14-19-229-001	1755 W. Waveland Avenue	Residence	1903	None	No
012	14-19-229-002	1751 W. Waveland Avenue	Residence	1906	None	No
013	14-19-229-003	1747 W. Waveland Avenue	Residence	1906	None	No
014	14-19-229-004	3653 N. Ravenswood Avenue	Residence	1958	None	No
015	14-19-229-005	3651 N. Ravenswood Avenue	Residence	1905	None	No
016	14-19-229-006	3649 N. Ravenswood Avenue	Residence	1893	None	No
017	14-19-229-007	3645 N. Ravenswood Avenue	Residence	1893	None	No
018	14-19-229-008	3643 N. Ravenswood Avenue	Residence	1923	None	No
019	14-19-229-009	3641 N. Ravenswood Avenue	Residence	1896	None	No
020	14-19-229-010	3639 N. Ravenswood Avenue	Residence	1902	None	No
021	14-19-229-011	3635 N. Ravenswood Avenue	Residence	1900	None	No
022	14-19-229-012	3633 N. Ravenswood Avenue	Residence	1894	None	No
023	14-19-229-013	3631 N. Ravenswood Avenue	Residence	1889	None	No
024	14-19-229-014	3629 N. Ravenswood Avenue	Residence	1890	None	No
025	14-19-229-015	3625 N. Ravenswood Avenue	Residence	1895	None	No
026	14-19-229-016	3623 N. Ravenswood Avenue	Residence	1913	None	No
027	14-19-229-017	3621 N. Ravenswood Avenue	Residence	1913	None	No
028	14-19-229-018	3619 N. Ravenswood Avenue	Residence	2001	None	No
029	14-19-229-019	3615 N. Ravenswood Avenue	Residence	1896	None	No
030	14-19-229-039	1744 W. Addison Street	Residence	1895	None	No
031	14-19-229-043	3609 N. Ravenswood Avenue	Mixed Use	1891	None	No
032	14-19-229-044	1746 W. Addison Street	Business	2000	None	No
033	14-19-402-032	1804 W. Eddy Street	Residence	2010	None	No
034	14-19-402-034	1801–1811 W. Addison Street	Residence	2000	None	No
035	14-19-403-040	3500 N. Ravenswood Avenue	Business	1960	None	No
036	14-19-403-042	1801 W. Eddy Street	Residence	2001	None	No
037	14-19-403-043	1803 W. Eddy Street	Residence	2001	None	No
038	14-19-404-001	3538 N. Lincoln Avenue	No Structure	N/A	None	No
039	14-19-404-004	3525–3530 N. Lincoln Avenue	Residence	2010	None	No
040	14-19-404-008	3519 N. Ravenswood Avenue	Mixed Use	1912	None	No

HISTORIC ELIGIBILITY AND EFFECTS REPORT

ID	PIN 10	Resource Address	Current Use	Year	Criteria	Individually Eligible
041	14-19-404-009	3511-3515 N. Ravenswood Avenue	Residence	2000	None	No
042	14-19-404-012	1754 W. Cornelia Avenue	Residence	1892	None	No
043	14-19-404-013	1752 W. Cornelia Avenue	Residence	1896	None	No
044	14-19-404-030	3536 N. Lincoln Avenue	Mixed Use	2010	None	No
045	14-19-404-031	3526 N. Lincoln Avenue	Mixed Use	2000	None	No
046	14-19-404-032	1756 W. Cornelia Avenue	Residence	2015	None	No
047	14-19-405-001	1749 W. Addison Street	Business	2006	None	No
048	14-19-405-002	1749-1755 W. Addison Street	Business	2006	None	No
049	14-19-405-003	1743 W. Addison Street	Residence	1916	None	No
050	14-19-405-006	3545-3547 N. Lincoln Avenue	Mixed Use	1927	None	No
051	14-19-405-009	3537-3541 N. Lincoln Avenue	Business	1950	None	No
052	14-19-411-012	1811 W. Cornelia Avenue	Mixed Use	1968	None	No
053	14-19-411-014	1805 W. Cornelia Avenue	Residence	1890	None	No
054	14-19-411-015	1801 W. Cornelia Avenue	Residence	1960	None	No
055	14-19-411-031	3434 N. Ravenswood Avenue	Residence	1932	None	No
056	14-19-412-019	1800 W. Roscoe Street	Residence	1920	A	Yes
057	14-19-413-001	1757 W. Cornelia Avenue	Residence	2001	None	No
058	14-19-413-002	1755 W. Cornelia Avenue	No Structure	N/A	None	No
059	14-19-413-028	1756 W. Newport Avenue	Residence	1958	None	No
060	14-19-413-029	1752 W. Newport Avenue	Residence	1958	None	No
061	14-19-413-032	1753 W. Cornelia Avenue	Residence	1887	None	No
062	14-19-414-001	1757 W. Newport Avenue	Residence	2000	None	No
063	14-19-414-002	1755 W. Newport Avenue	Residence	1890	None	No
064	14-19-414-003	1753 W. Newport Avenue	Residence	1922	None	No
065	14-19-414-014	1756 W. Roscoe Street	Residence	1996	None	No
066	14-19-414-016	1752 W. Roscoe Street	Residence	1890	None	No
067	14-19-414-045	1726 W. Roscoe Street	Residence	2001	None	No
068	14-19-420-029	3352 N. Ravenswood Avenue	Residence	2005	None	No
069	14-19-420-030	3350 N. Ravenswood Avenue	Residence	1896	None	No
070	14-19-420-031	3348 N. Ravenswood Avenue	Residence	1905	None	No
071	14-19-420-032	3344 N. Ravenswood Avenue	Residence	1900	None	No
072	14-19-420-033	3342 N. Ravenswood Avenue	Residence	2016	None	No

HISTORIC ELIGIBILITY AND EFFECTS REPORT

ID	PIN 10	Resource Address	Current Use	Year	Criteria	Individually Eligible
073	14-19-420-034	3338-3340 N. Ravenswood Avenue	Business	1950	None	No
074	14-19-420-035	3332 N. Ravenswood Avenue	Residence	1905	None	No
075	14-19-420-036	1801-1811 W. Roscoe Street	Residence	1990	None	No
076	14-19-421-015	3324 N. Ravenswood Avenue	Residence	1895	None	No
077	14-19-421-034	1808 W. School Street	Residence	1896	None	No
078	14-19-421-035	1806 W. School Street	Residence	1900	None	No
079	14-19-421-036	1802 W. School Street	Residence	1894	None	No
080	14-19-421-037	1800 W. School Street	Residence	1919	None	No
081	14-19-421-038	3312 N. Ravenswood Avenue	Residence	1918	None	No
082	14-19-421-039	3320 N. Ravenswood Avenue	Business	1927	None	No
083	14-19-422-001	1757 W. Roscoe Street	Residence	1895	None	No
084	14-19-422-041	3345 N. Ravenswood Avenue	Residence	1896	None	No
085	14-19-422-042	1756 W. Henderson Street	Residence	1924	None	No
086	14-19-422-044	1755 W. Roscoe Street	Residence	2001	None	No
087	14-19-422-049	1751 W. Roscoe Street	Residence	2019	None	No
088	14-19-423-001	1757 W. Henderson Street	Residence	1954	None	No
089	14-19-423-002	1755 W. Henderson Street	Residence	1891	None	No
090	14-19-423-003	1753 W. Henderson Street	Residence	1910	None	No
091	14-19-423-022	3311 N. Ravenswood Avenue	Residence	1895	None	No
092	14-19-423-022	1756 W. School Street	Residence	1905	None	No
093	14-19-423-022	1756 W. School Street	Residence	1895	None	No
094	14-19-423-023	1752 W. School Street	Residence	1895	None	No
095	14-19-428-016	1809 W. School Street	Residence	1900	None	No
096	14-19-428-017	1807 W. School Street	Residence	1900	None	No
097	14-19-428-018	1805 W. School Street	Residence	1900	None	No
098	14-19-428-019	1801 W. School Street	Residence	1925	None	No
099	14-19-428-020	3248 N. Ravenswood Avenue	Residence	1893	None	No
100	14-19-428-021	3246 N. Ravenswood Avenue	Residence	1894	None	No
101	14-19-428-038	1808 W. Melrose Street	Residence	1893	None	No
102	14-19-428-039	1806 W. Melrose Street	Residence	1892	None	No
103	14-19-428-040	1802 W. Melrose Street	Residence	1892	None	No
104	14-19-428-041	1800 W. Melrose Street	Residence	1999	None	No
105	14-19-429-001	1757 W. School Street	Residence	1885	None	No
106	14-19-429-002	1755 W. School Street	Residence	1905	None	No

HISTORIC ELIGIBILITY AND EFFECTS REPORT

ID	PIN 10	Resource Address	Current Use	Year	Criteria	Individually Eligible
107	14-19-429-003	1753 W. School Street	Residence	2013	None	No
108	14-19-429-024	1752 W. Melrose Street	Residence	1881	None	No
109	14-19-429-050	3233-45 N. Ravenswood Avenue	Residence	1997	None	No
110	14-19-433-016	1809 W. Melrose Street	Residence	1893	None	No
111	14-19-433-017	3224 N. Ravenswood Avenue	Residence	1893	None	No
112	14-19-433-018	3222 N. Ravenswood Avenue	Residence	1893	None	No
113	14-19-433-019	3220 N. Ravenswood Avenue	Residence	1892	None	No
114	14-19-433-036	1810 W. Belmont Avenue	Residence	1892	None	No
115	14-19-433-039	1802 W. Belmont Avenue	Mixed Use	2007	None	No
116	14-19-433-040	1800 W. Belmont Avenue	Mixed Use	1925	None	No
117	14-19-433-041	1808 W. Belmont Avenue	Residence	1893	None	No
118	14-19-433-042	1814 W. Belmont Avenue	Mixed Use	2000	None	No
119	14-19-433-050	3214-3216 N. Ravenswood Avenue	Residence	2006	None	No
120	14-19-433-052	3212 N. Ravenswood Avenue	Residence	1925	None	No
121	14-19-433-055	1806 W. Belmont Avenue	Residence	2019	None	No
122	14-19-434-002	3221 N. Ravenswood Avenue	Residence	1900	None	No
123	14-19-434-045	3221-3223 N. Ravenswood Avenue	Residence	1910	None	No
124	14-19-434-046	3201 N. Ravenswood Avenue	Residence	1930	None	No
125	14-19-500-033	1801 W. Newport Avenue	No Structure	N/A	None	No
126	14-19-500-043	1806 W. Newport Avenue	Residence	2010	None	No
127	14-30-201-006	3148-3152 N. Honore Street	Mixed Use	1903	None	No
128	14-30-202-011	3121 N. Honore Street	Residence	1901	None	No
129	14-30-202-012	3119 N. Honore Street	Residence	1900	None	No
130	14-30-202-013	3117 N. Honore Street	Residence	1900	None	No
131	14-30-202-014	3115 N. Honore Street	Residence	1891	None	No
132	14-30-202-015	3111 N. Honore Street	Residence	1895	None	No
133	14-30-202-016	3109 N. Honore Street	Residence	1902	None	No
134	14-30-202-017	3107 N. Honore Street	Residence	1970	None	No
135	14-30-202-019	3101 N. Honore Street	Residence	1972	None	No
136	14-30-202-022	1801-1809 W. Belmont Avenue & 3141-3161 N. Honore Street	Residence	2007	None	No
137	14-30-202-026	3125-3139 N. Honore Street	Residence	2007	None	No

HISTORIC ELIGIBILITY AND EFFECTS REPORT

ID	PIN 10	Resource Address	Current Use	Year	Criteria	Individually Eligible
138	14-30-203-001	1751-1757 W. Belmont Avenue	Business	1910	A/C	Yes
139	14-30-203-003	1747 W. Belmont Avenue	Mixed Use	1905	None	No
140	14-30-203-012	1756 W. Fletcher Street	Residence	2013	None	No
141	14-30-203-013	1754 W. Fletcher Street	Residence	2013	None	No
142	14-30-206-030	1818 W. Barry Avenue	Residence	2006	None	No
143	14-30-207-001	1757 W. Fletcher Street	Residence	1894	None	No
144	14-30-207-002	1755 W. Fletcher Street	Residence	1893	None	No
145	14-30-207-025	1752 W. Barry Avenue	Residence	2016	None	No
146	14-30-207-046	1754 W. Barry Avenue	Residence	1954	None	No
147	14-30-207-047	3111 N. Ravenswood Avenue	Residence	1957	None	No
148	14-30-209-015	3056 N. Honore Street	Residence	1927	None	No
149	14-30-210-001	3057 N. Honore Street	Residence	1913	None	No
150	14-30-210-003	3055 N. Honore Street	Residence	2019	None	No
151	14-30-210-004	3053 N. Honore Street	Residence	2021	None	No
152	14-30-210-005	3051 N. Honore Street	Residence	1895	None	No
153	14-30-210-008	3043 N. Honore Street	Residence	2007	None	No
154	14-30-210-009	3041 N. Honore Street	Residence	1897	None	No
155	14-30-210-010	3039 N. Honore Street	Residence	1898	None	No
156	14-30-210-011	3035 N. Honore Street	Residence	1896	None	No
157	14-30-210-012	3033 N. Honore Street	Residence	1900	None	No
158	14-30-210-013	3031 N. Honore Street	Residence	1891	None	No
159	14-30-210-015	3029 N. Honore Street	Residence	1904	None	No
160	14-30-210-016	3025 N. Honore Street	Residence	1904	None	No
161	14-30-210-018	3023 N. Honore Street	Residence	1895	None	No
162	14-30-210-019	3021 N. Honore Street	Residence	1893	None	No
163	14-30-210-020	3019 N. Honore Street	Residence	1907	None	No
164	14-30-210-021	3017 N. Honore Street	Residence	2008	None	No
165	14-30-210-022	3013 N. Honore Street	Residence	2008	None	No
166	14-30-210-023	3011 N. Honore Street	Residence	2001	None	No
167	14-30-210-024	3009 N. Honore Street	Residence	2001	None	No
168	14-30-210-027	3003 N. Honore Street	Residence	2007	None	No
169	14-30-210-028	3005 N. Honore Street	Residence	2006	None	No
170	14-30-210-029	3007 N. Honore Street	Residence	2007	None	No
171	14-30-211-001	1759 W. Barry Avenue	Residence	1968	None	No
172	14-30-211-002	1757 W. Barry Avenue	Residence	2016	None	No

HISTORIC ELIGIBILITY AND EFFECTS REPORT

ID	PIN 10	Resource Address	Current Use	Year	Criteria	Individually Eligible
173	14-30-211-003	1753 W. Barry Avenue	Residence	1895	None	No
174	14-30-211-024	1758 W. Nelson Street	Residence	2004	None	No
175	14-30-211-025	1756 W. Nelson Street	Residence	2006	None	No
176	14-30-214-032	3010 N. Honore Street	Residence	1917	None	No
177	14-30-215-001	3015 N. Ravenswood Avenue	Residence	1926	None	No
178	14-30-215-024	1758 W. Wellington Avenue	Residence	1924	None	No
179	14-30-215-049	1754-1756 W. Wellington Avenue	Residence	1998	None	No
180	14-30-218-031	1817 W. Wellington Avenue	Mixed Use	1910	None	No
181	14-30-222-031	2953 N. Honore Street	Residence	2009	None	No
182	14-30-222-032	2951 N. Honore Street	Residence	2008	None	No
183	14-30-222-033	2949 N. Honore Street	Residence	2008	None	No
184	14-30-222-034	2945 N. Honore Street	Residence	1913	None	No
185	14-30-222-177	2939 N. Honore Street	Residence	1995	None	No
186	14-30-222-177	2929 N. Honore Street	Residence	1995	None	No
187	14-30-222-183	2959 N. Honore Street	Residence	2010	None	No
188	14-30-223-009	1750 W. Diversey Parkway	Residence	2001	None	No
189	14-30-223-010	1748 W. Diversey Parkway	Residence	2001	None	No
190	14-30-223-278	1738-1742 W. Diversey Parkway	Residence	2000	None	No
191	14-30-400-002	2506 N. Clybourn Avenue	Mixed Use	1902	None	No
192	14-30-400-003	2502 N. Clybourn Avenue	Residence	2020	None	No
193	14-30-400-007	2476 N. Clybourn Avenue	Residence	1890	None	No
194	14-30-400-008	2472 N. Clybourn Avenue	Residence	1890	None	No
195	14-30-400-009	2470 N. Clybourn Avenue	Residence	1890	None	No
196	14-30-400-033	1714-1722 W. Fullerton Avenue	Industry	2000	None	No
197	14-30-400-034	1710 W. Fullerton Avenue	No Structure	N/A	None	No
198	14-30-400-036	1704 W. Fullerton Avenue	Residence	1891	None	No
199	14-30-400-067	2464 N. Clybourn Avenue	Business	2006	None	No
200	14-30-400-075	2614 N. Clybourn Avenue	Residence	1930	None	No
201	14-30-400-076	2620 N. Clybourn Avenue	Residence	1965	None	No
202	14-30-400-086	2600 N. Clybourn Avenue	Business	2000	None	No
203	14-30-403-005	2647 N. Clybourn Avenue	Residence	2010	None	No

HISTORIC ELIGIBILITY AND EFFECTS REPORT

ID	PIN 10	Resource Address	Current Use	Year	Criteria	Individually Eligible
204	14-30-403-006	2643 N. Clybourn Avenue	Mixed Use	1905	None	No
205	14-30-403-007	2639 N. Clybourn Avenue	Residence	1941	None	No
206	14-30-403-010	2635 N. Clybourn Avenue	No Structure	N/A	None	No
207	14-30-403-065	1760 W. Wrightwood Avenue	Residence	1909	None	No
208	14-30-403-068	2601 N. Clybourn Avenue	Business	2000	None	No
209	14-30-403-069	1801 W. Diversey Parkway	Residence	2000	None	No
210	14-30-403-086	2733 N. Hermitage Avenue	Residence	2001	None	No
211	14-30-403-087	2735 N. Hermitage Avenue	Residence	2001	None	No
212	14-30-403-088	2737 N. Hermitage Avenue	Residence	2001	None	No
213	14-30-403-089	2739 N. Hermitage Avenue	Residence	2001	None	No
214	14-30-403-090	2741 N. Hermitage Avenue	Residence	2001	None	No
215	14-30-403-091	1735 W. Diversey Parkway	Residence	1925	None	No
216	14-30-406-001	1800-1814 W. Wrightwood Avenue	Business	1995	None	No
217	14-30-409-030	2515 N. Clybourn Avenue	No structure	N/A	None	No
218	14-30-409-065	2511 N. Clybourn Avenue	Business	1970	None	No
219	14-30-409-100	1743-1751 W. Terra Cotta Place	Residence	2001	None	No
220	14-31-201-010	1705-1711 W. Fullerton Avenue	Business	1898	None	No
221	14-31-201-035	1625-1639 W. Medill Avenue	Institutional	2000	None	No
222	PD 437	1730-1840 W. Fullerton & 2536-2570 N. Clybourn	Business	1990	None	No
223	PD 529	1761 W. Wrightwood Avenue	Residence	1995	None	No
224	PD 537	1774 W. Diversey Parkway	Residence	2000	None	No
225	PD 619	1801 W. Fullerton Parkway	Business	2000	None	No
226	PD 691	1720 W. George Street	Residence	2000	None	No
227	PD 771	1758-1760 W. Diversey Parkway & 2814-2844 N. Paulina Avenue	Residence	2000	None	No
228	PD 797	1740 W. Wrightwood Avenue	Residence	2005	None	No
229	PD 839	2900 N. Paulina Avenue	Residence	2000	None	No

¹Abutments exist at each bridge within the APE. They have been assessed collectively and are therefore listed as one resource.

²Retaining walls are located throughout the APE. They have been assessed collectively and are therefore listed as one resource.

This page intentionally left blank.

Section 4

Effects to Historic Properties

The following section provides the methodology for assessing effects and the potential effects of the Project on each NRHP-eligible property within the APE.

4.1 Effects Assessment Methodology

Effects assessments are based on the criteria of adverse effect as identified in 36 CFR § 800.5 “Assessment of adverse effects”: *An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register 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 National Register. 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.*

Examples of adverse effects include the following:

- *Physical destruction* of or damage to all or part of the property
- *Alteration* of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR § 68) and applicable guidelines
- *Removal* of the property from its historic location
- *Change* of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance
- *Introduction* of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features
- *Neglect* of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- *Transfer, lease, or sale* of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance

Following the criteria of adverse effect guidelines, and supported by information on historic significance and integrity set forth in the National Register Bulletin *How to Apply the National*

Register Criteria for Evaluation, the following definitions are used to assess Project effects to individual historic properties and make an overall Project finding of effect:

- **No Effect:** According to 36 CFR § 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of “No Effect” may be determined for an undertaking. This finding indicates that an undertaking would not alter any character-defining features and aspects of integrity for any historic properties.
- **No Adverse Effect:** According to 36 CFR § 800.5(b), an undertaking may be determined to have “No Adverse Effect” to historic properties if the undertaking’s effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is “No Adverse Effect.”
- **Adverse Effect:** According to 36 CFR § 800.5(a), an adverse effect is determined if the undertaking would alter, directly or indirectly, a characteristic that qualifies that historic property for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

To determine which historic properties within the APE of the Project would be affected, documentation was reviewed for each NRHP-listed and eligible property in the APE; Project design plans were reviewed; and additional field visits were taken to each historic property.

Using the criteria of adverse effect established in 36 CFR § 800.5(a)(1) and guidance found in *How to Apply the National Register Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the Project would alter any historically significant character-defining features or diminish any aspect of integrity of each historic property.

In evaluating potential effects on historic properties within the Project APE, it is important to note that no historic properties would be removed as part of the construction, and the proposed improvements would occur within Metra’s right-of-way and crossroads. Additionally, no work would occur within historic property boundaries; therefore, there would be no effects to the integrity of the individual properties as it relates to their location, design, workmanship, or materials. Likewise, no direct effects to historic properties are expected. Direct and indirect effects under the NHPA are defined by causality rather than physicality. Direct effects to historic resources are defined as occurring at the same time and place of the undertaking with no intervening cause. Indirect effects to historic resources are those caused by an undertaking that are later in time or farther removed in distance but are still reasonably foreseeable.¹⁶

¹⁶ Advisory Council on Historic Preservation. “Court Rules on Definitions; Informs Agencies on Determining Effects.” Accessed November 24, 2021. <https://www.achp.gov/news/court-rules-definitions-informs-agencies-determining-effects>

For all potential effects, explanation of the impact to integrity as it relates to feeling, setting, and association, and the potential to alter the characteristics that qualify a property for inclusion in the NRHP, were further explored in determining effects from the Project.

4.2 Effects Findings

This section describes the effects of the Project to each of the potentially NRHP-eligible properties identified.

Table 4-1 summarizes the effects assessment for the NRHP-listed or eligible historic properties within the APE. A detailed effects assessment is included to demonstrate the effects findings. Based on current design details, the Project would have **No Adverse Effect** to the two (2) recommended NRHP-eligible historic properties: Monastery Hill Bindery and Eversharp Pencil Factory.

Table 4-1: Effects Assessment Table by Property

ID	Name - Eligible Properties	Address	Determination of Effect						
			Location	Design	Setting	Materials	Workmanship	Feeling	Association
56	Eversharp Pencil Factory	1800 W. Roscoe Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
138	Monastery Hill Bindery	1751-1757 W. Belmont Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect

4.2.1 1800 W. Roscoe Street (Eversharp Pencil Factory)

The Eversharp Pencil Factory building is recommended eligible for the NRHP under Criterion A for local historic significance. The character-defining features include the historic industrial window openings and the form of the original building. Windows have been replaced and the building has been rehabilitated and converted to a multifamily dwelling.

Near the building, Project improvements would include lowering the Roscoe Street roadway approximately 1 to 2 feet to maintain adequate vertical clearance for traffic underneath the bridges, replacement of the Roscoe Street Bridge and abutments, and reconfiguration of the retaining walls. These improvements would have No Effect on the property’s integrity of location, design, materials, workmanship, and association of the building. No character-defining features would be altered.

The Project improvements would have No Adverse Effect on the integrity of setting and feeling of the historic building. These physical alterations proximate to the building would be a visible change within its viewshed but the Project would not alter any historically significant viewsheds to or from the building. Further, the building is oriented toward Roscoe Street and has no direct visual relationship with the Project, despite its proximity.

Based on assessment of direct and indirect effects, the Project will have **No Adverse Effect** on the Eversharp Pencil Factory building.

4.2.2 1751–1757 W. Belmont Avenue (Monastery Hill Bindery)

The commercial building located at 1751–1757 W. Belmont Avenue was recommended eligible for the NRHP under Criteria A and C for local historic and architectural significance. The character-defining features of the building include the polychromatic decorative brick facade with three (3) large arches, arched entrance and window hoods, rusticated limestone base, and multi-lite windows with Tudor Revival influence. The character-defining features appear to be original to the building and have high historic integrity. The historic significance of the building is associated with the 153-year-old business of Monastery Hill Bindery.

Near the Monastery Hill Bindery, the Project includes replacement of the Belmont Street bridge and abutments and reconfiguration of its eastern and western retaining walls. The replacement of the Belmont Street bridge and reconfiguration of the western retaining walls would have No Effect on the property's integrity of location, design, materials, workmanship, and association. No character-defining features would be altered.

The Project improvements would have No Adverse Effect on the integrity of setting and feeling of the historic building. These physical alterations proximate to the building would be a visible change within its viewshed but the Project would not alter any historically significant viewsheds to or from the building. Further, the building is oriented toward Belmont Avenue and has no direct visual relationship with the Project, despite its proximity.

Based on assessment of direct and indirect effects, the Project would have **No Adverse Effect** on the Monastery Hill Bindery building.

Section 5

Summary of Findings

5.1 Conclusions

Historic architects and architectural historians reviewed local, state, and national databases and did not identify any previously listed or determined NRHP-eligible properties. Properties with an undetermined status in these databases were evaluated for NRHP eligibility. A total of 245 properties within the Project APE were reviewed through field investigation and background research to determine the NRHP eligibility of these resources. Findings indicate that two (2) properties within the APE are recommended eligible for listing on the NRHP and that the Project would have No Adverse Effect to their integrity. Therefore, the Project would result in **No Adverse Effect** to historic properties.

This page intentionally left blank.

Appendix A

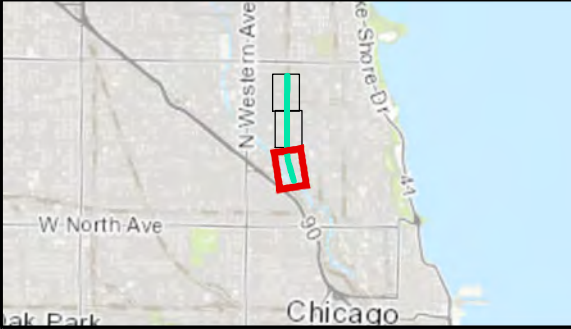
Map of Surveyed Resources

UP North Rebuild: Fullerton to Addison Eligibility Recommendations

Legend

- Existing Track Centerlines
- Existing Bridge Abutments
- Existing Retaining Wall
 - Concrete
 - Metal
 - Stone
 - Wood
- Cook County Parcels
- Section 106 Area of Potential Effect
- Surveyed Properties
 - NRHP Eligible
 - Not NRHP Eligible (>45 yrs old)
 - Modern (<45 yrs old)
 - Modern Planned Development (<45 yrs old)

Location



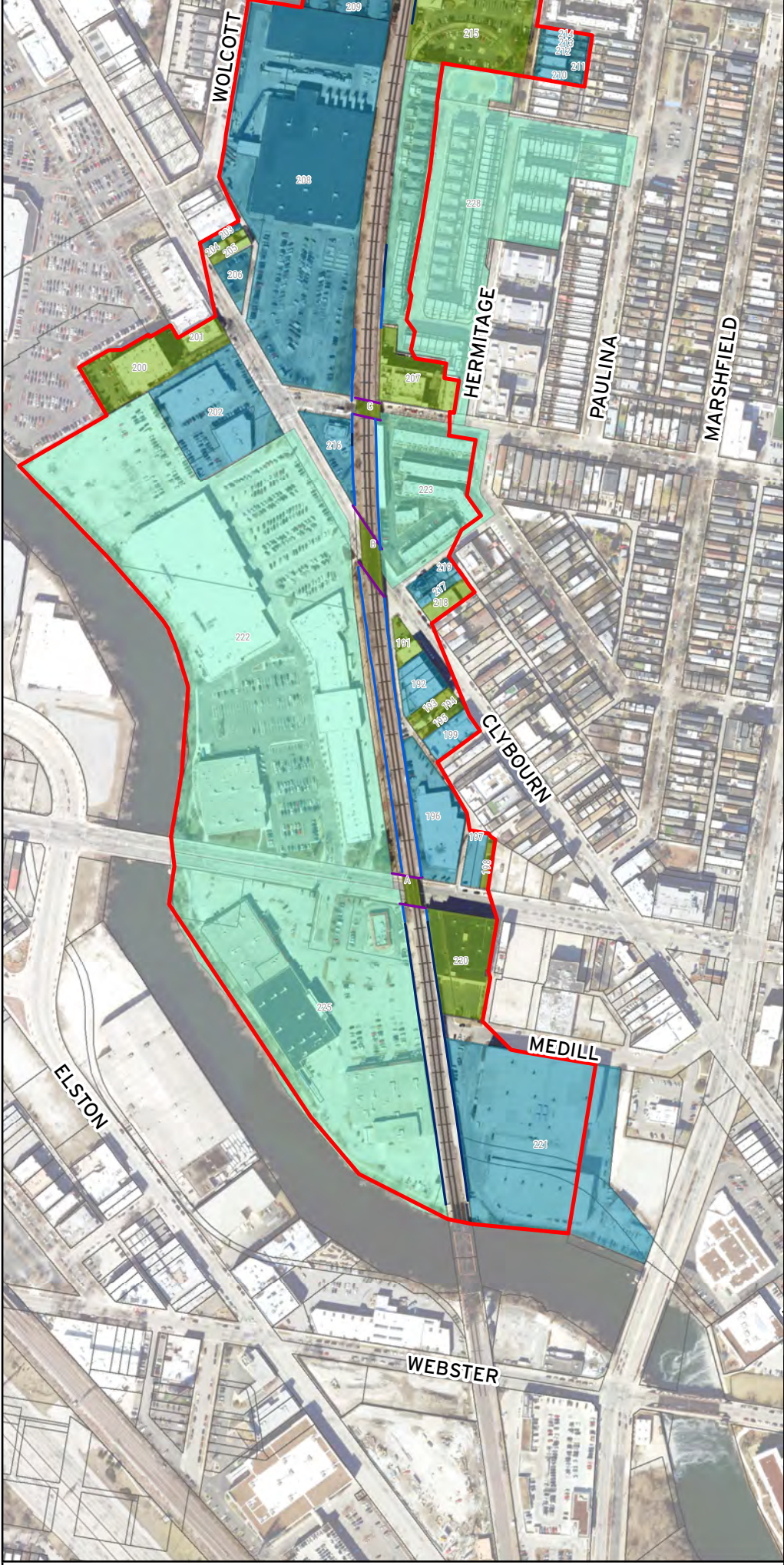
Scale

**UP NORTH
REBUILD**
FULLERTON TO ADDISON

Metra
**CDM
Smith**

N

0 400 800
Feet



UP North Rebuild: Fullerton to Addison Eligibility Recommendations

Legend

- Existing Track Centerlines
- Existing Bridge Abutments
- Existing Retaining Wall
 - Concrete
 - Metal
 - Stone
 - Wood
- Cook County Parcels
- Section 106 Area of Potential Effect
- Surveyed Properties
 - NRHP Eligible
 - Not NRHP Eligible (>45 yrs old)
 - Modern (<45 yrs old)
 - Modern Planned Development (<45 yrs old)

Location



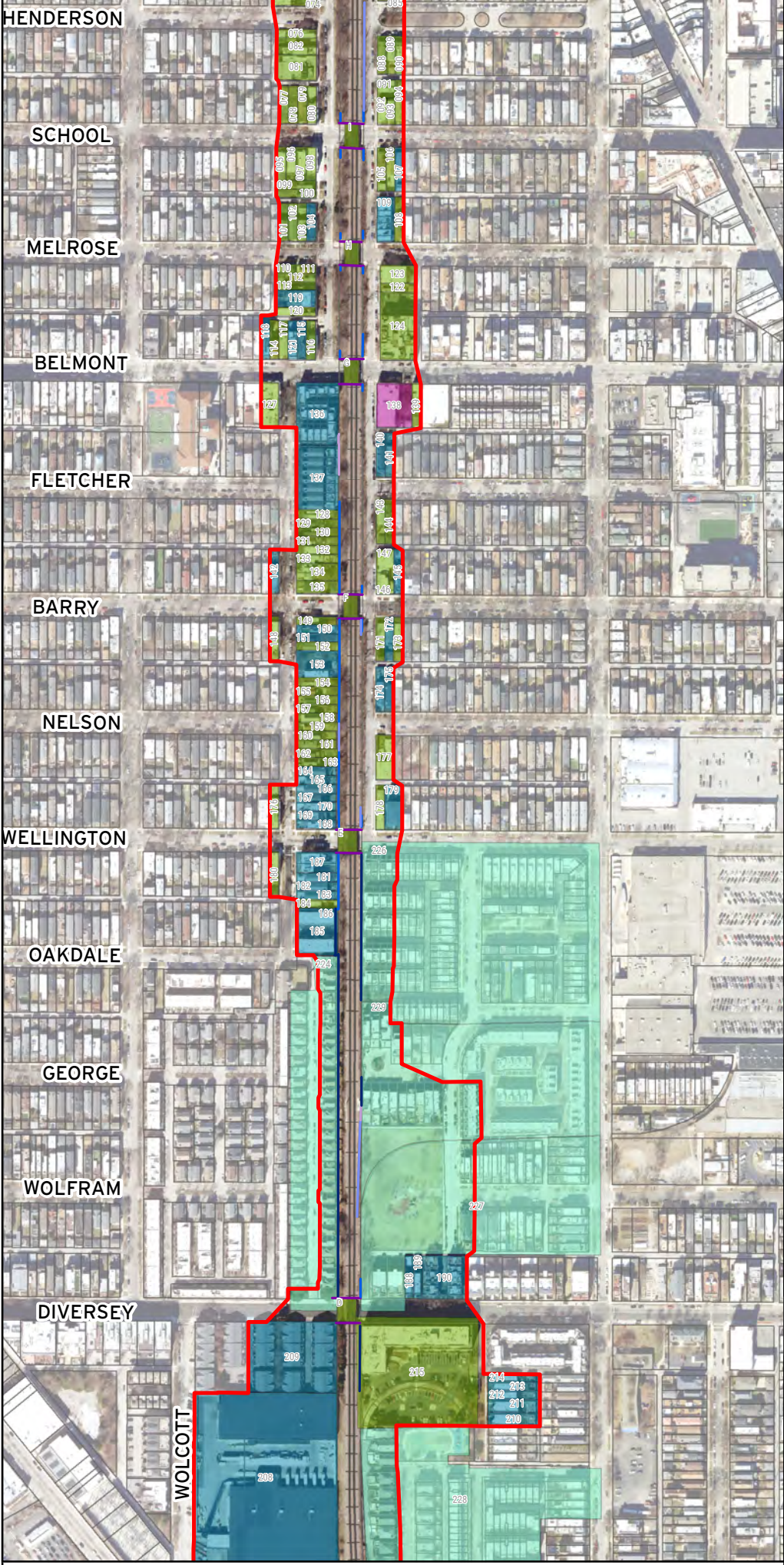
Scale

UP NORTH REBUILD
FULLERTON TO ADDISON

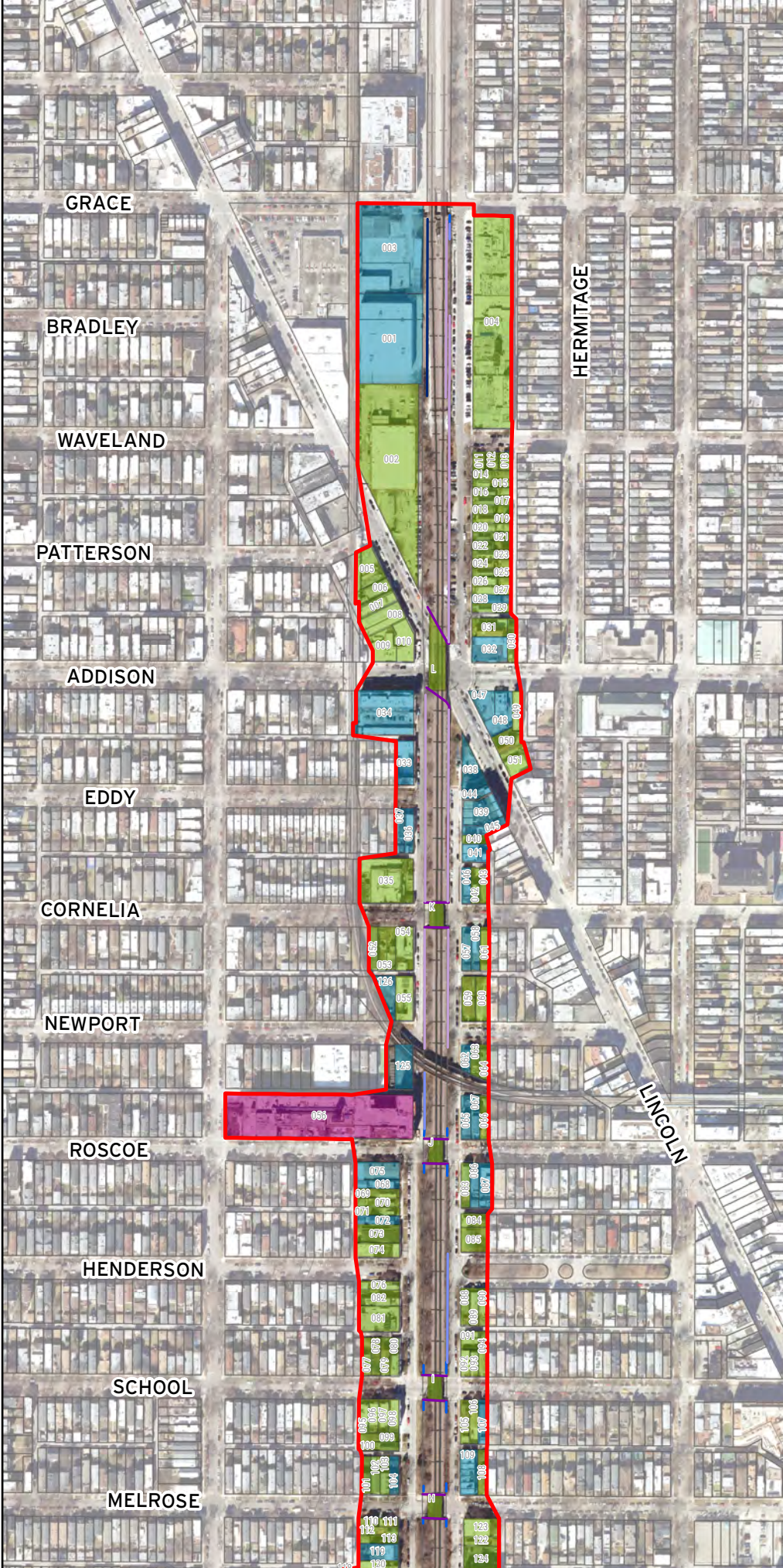
Metra
CDM Smith

N

0 400 800
Feet



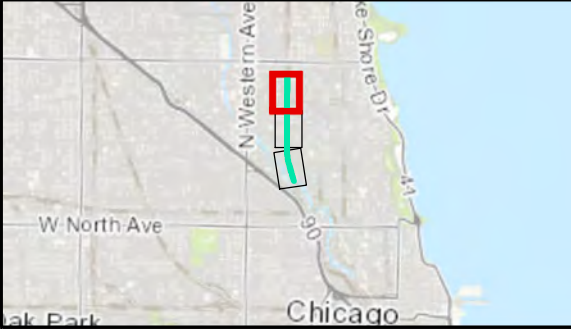
UP North Rebuild: Fullerton to Addison Eligibility Recommendations



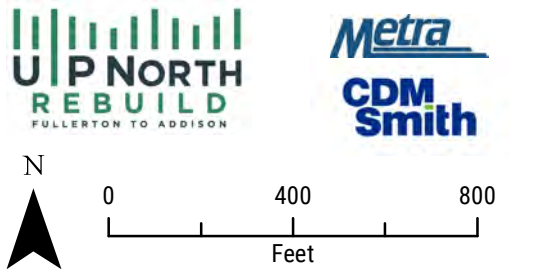
Legend

- Existing Track Centerlines
- Existing Bridge Abutments
- Existing Retaining Wall
 - Concrete
 - Metal
 - Stone
 - Wood
- Cook County Parcels
- Section 106 Area of Potential Effect
- Surveyed Properties
 - NRHP Eligible
 - Not NRHP Eligible (>45 yrs old)
 - Modern (<45 yrs old)
 - Modern Planned Development (<45 yrs old)

Location



Scale



Appendix B

Historic Survey Forms

Metra Historic Eligibility Survey

Property ID: A Code: 17036A

Property Information

Address Fullerton Ave.
 Construction Date 1899
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		



Photo by KPa 08/19/2021

Other



Photo by KPa 08/19/2021

Other

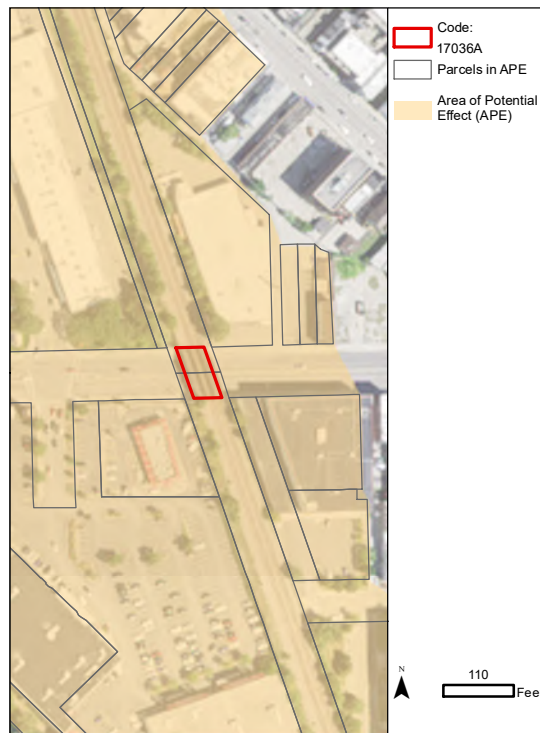
Building Details

Integrity: Fair Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.

Property Location



Metra Historic Eligibility Survey

Property ID: B Code: 17037A

Property Information

Address Clybourn Ave.
 Construction Date 1899
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		

Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.



Photo by KPa 08/19/2021

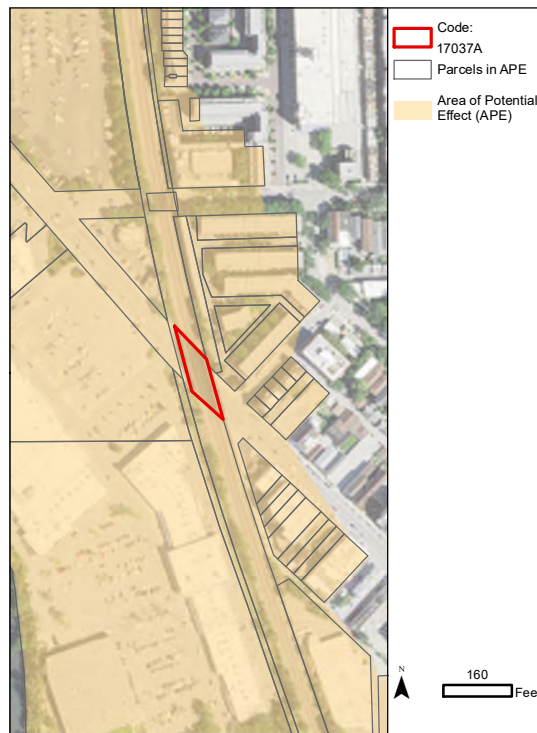
Other



Photo by KPa 08/19/2021

Other

Property Location



Metra Historic Eligibility Survey

Property ID: C Code: 17037C

Property Information

Address Wrightwood Ave.
 Construction Date 1899
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		

Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.



Photo by KPa 08/18/2021

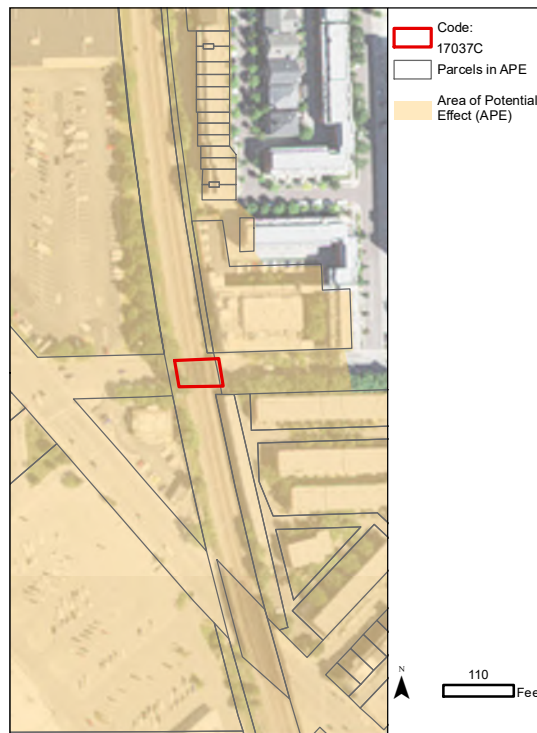
Other



Photo by KPa 08/18/2021

Other

Property Location



Metra Historic Eligibility Survey

Property ID: D Code: 17040

Property Information

Address Diversey Pkwy.
 Construction Date 1896
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		

Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.



Photo by KPa 08/18/2021

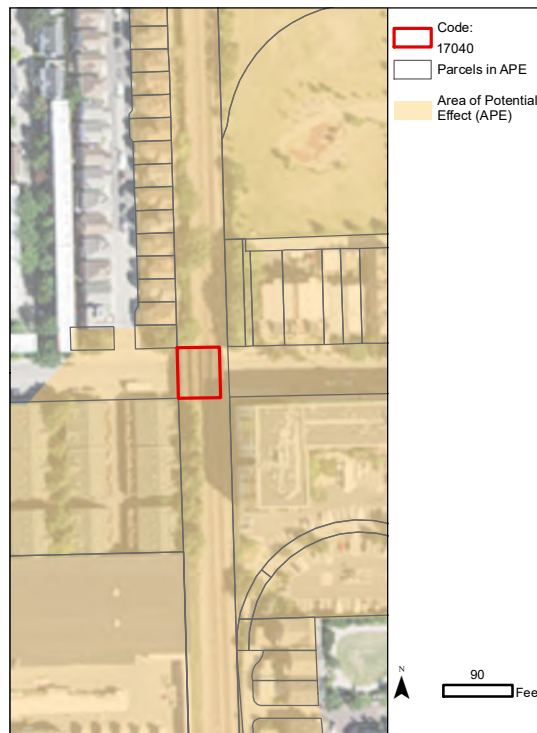
Other



Photo by KPa 08/18/2021

Other

Property Location



Metra Historic Eligibility Survey

Property ID: E Code: 17042

Property Information

Address Wellington Ave.
 Construction Date 1896
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B	C D	



Photo by KPa 08/17/2021

Other



Photo by KPa 08/17/2021

Other

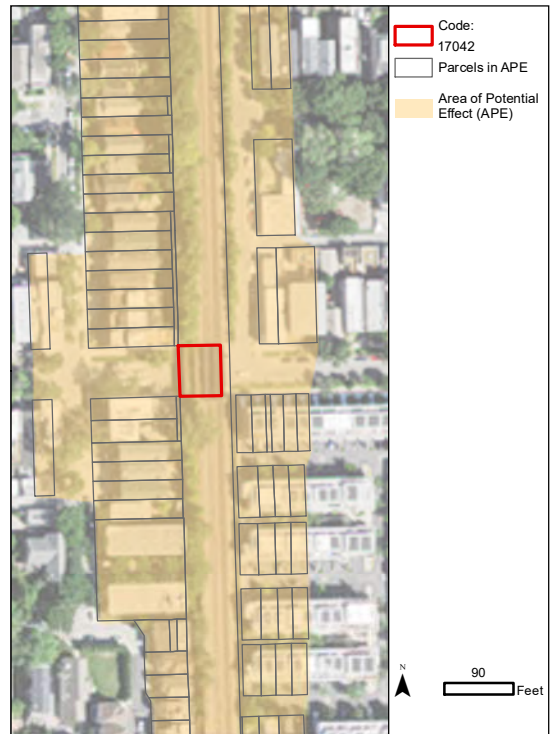
Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.

Property Location



Metra Historic Eligibility Survey

Property ID: F Code: 17044

Property Information

Address Barry Ave.
 Construction Date 1896
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		



Photo by KPa 08/17/2021

Other



Photo by KPa 08/17/2021

Other

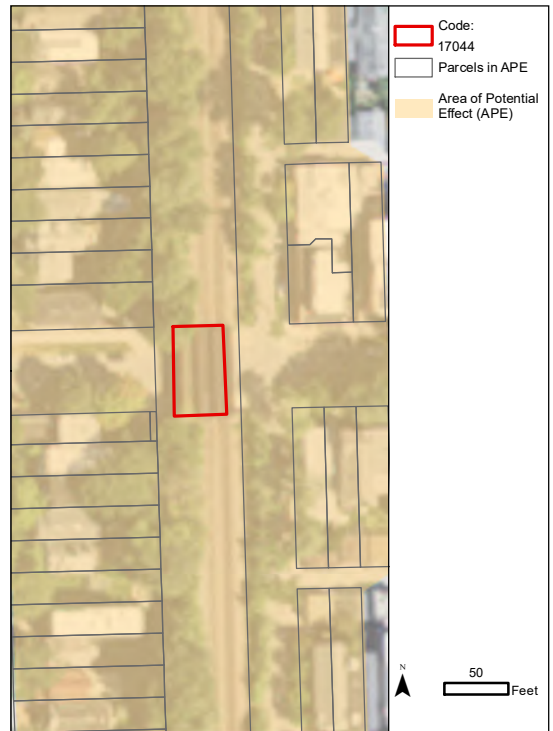
Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.

Property Location



Metra Historic Eligibility Survey

Property ID: G Code: 17045A

Property Information

Address Belmont Ave.
 Construction Date 1896
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		

Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.



Photo by KPa 08/12/2021

Other

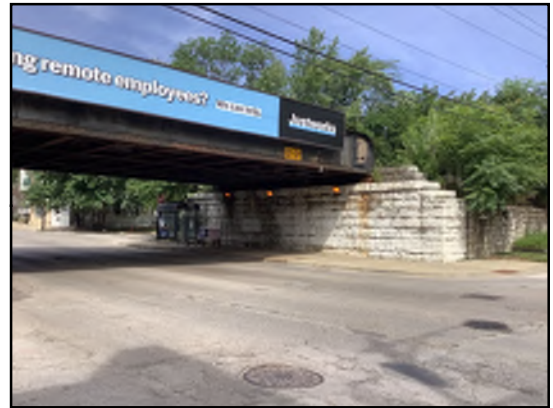


Photo by KPa 08/12/2021

Other

Property Location



Metra Historic Eligibility Survey

Property ID: H Code: 17046A

Property Information

Address Melrose St.
 Construction Date 1896
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		



Photo by KPa 08/12/2021

Other



Photo by KPa 08/12/2021

Other

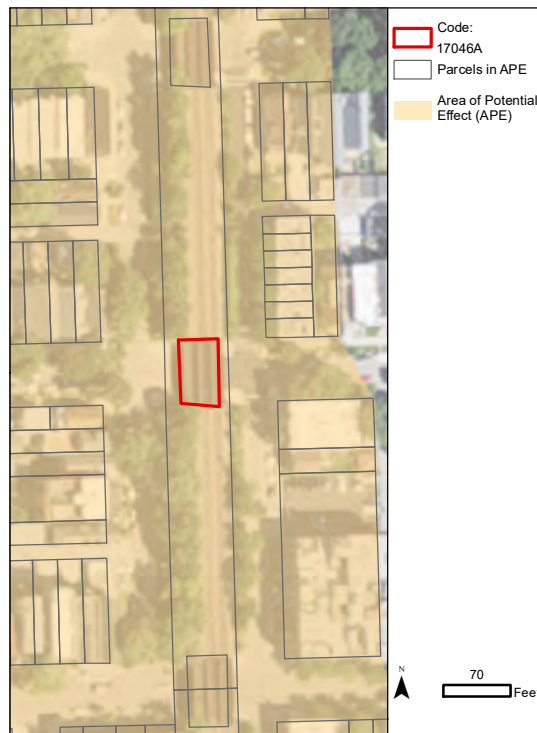
Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.

Property Location



Metra Historic Eligibility Survey

Property ID: I Code: 17046B

Property Information

Address School St.
 Construction Date 1896
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		



Photo by KPa 08/12/2021

Other



Photo by KPa 08/12/2021

Other

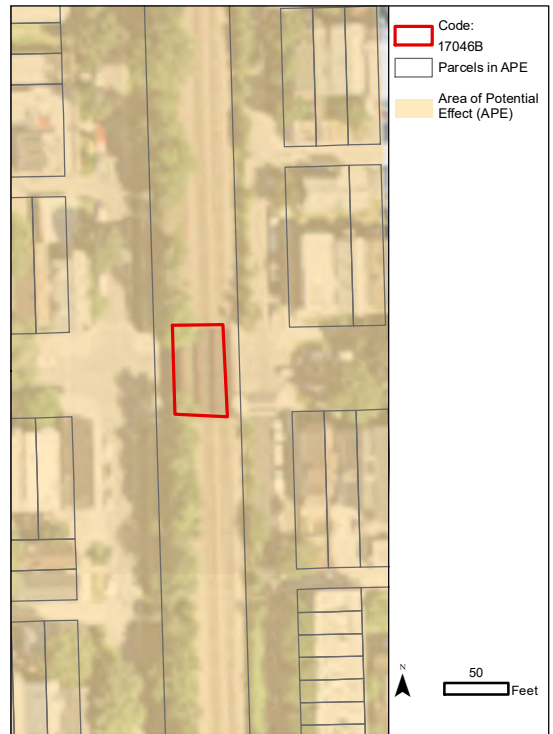
Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.

Property Location



Metra Historic Eligibility Survey

Property ID: J Code: 17047

Property Information

Address Roscoe St.
 Construction Date 1896
 Design/Builder Lassig Bridge & Iron Works of Chicago
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		



Photo by KPa 08/23/2021

Other



Photo by KPa 08/23/2021

Other

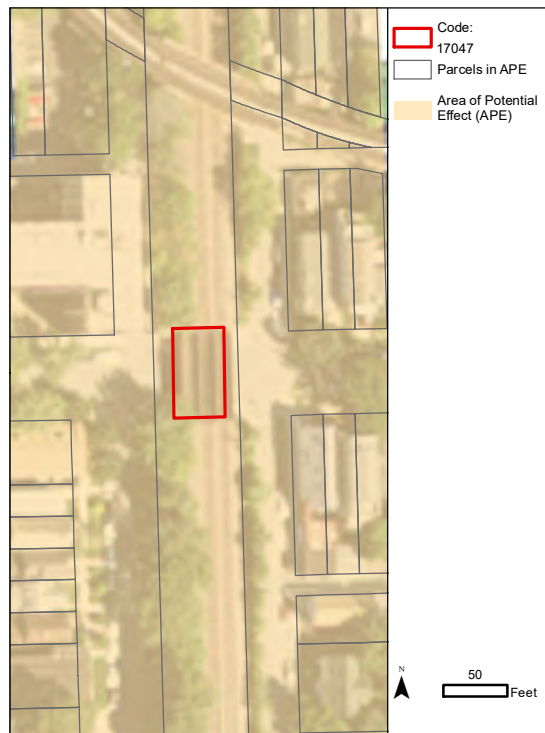
Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.

Property Location



Metra Historic Eligibility Survey

Property ID: K Code: 17049

Property Information

Address Cornelia St.
 Construction Date 1896
 Design/Builder
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		

Building Details

Integrity: Good Condition: Poor
 Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: This bridge is utilitarian in design. Steel through-girder bridges were a common bridge type for the period. Comprised of 4 parallel built-up rivetted plate steel and angles, the bridges members span across the subway created between the abutments to separate vehicular and railroad traffic. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Visual inspection indicates poor condition with corrosion and deterioration of material.



Photo by KPa 08/23/2021

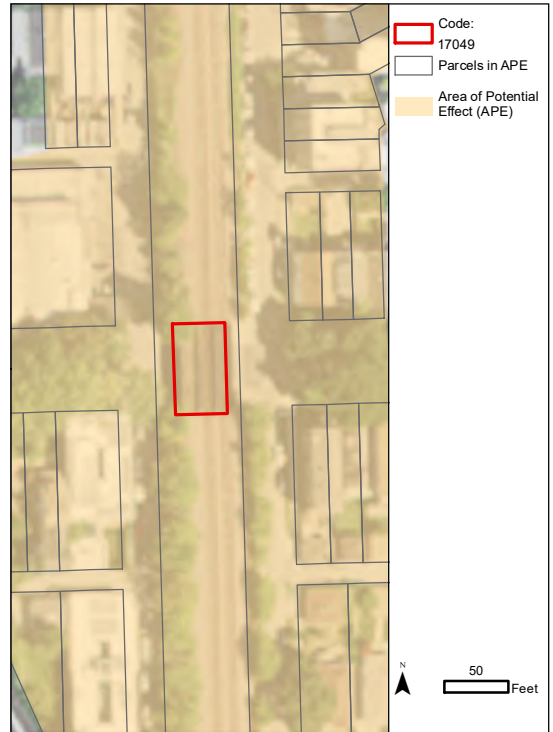
Other



Photo by KPa 08/23/2021

Other

Property Location



Metra Historic Eligibility Survey

Property ID: L Code: 17050A

Property Information

Address Lincoln Ave. & Addison St.
 Construction Date 1959
 Design/Builder Dick Van Gorp – Chief Engineer
 Current Use Transportation
 Historic Use Transportation

Designations

Local Landmark
 HARGIS Number

National Register

Individually Listed	No	Individually Eligible	No
Significance Criteria	A B C D		



Photo by KPa 08/23/2021

Other



Photo by KPa 08/23/2021

Other

Building Details

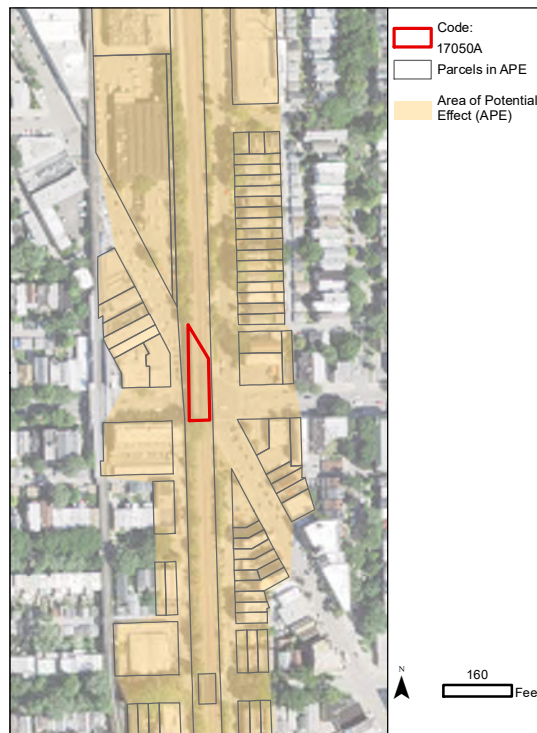
Integrity: Good Condition: Fair

Notes

Arch. Style Utilitarian

Eligibility Assessment Notes: The UP North Line Addison Street/Lincoln Avenue bridge is a five deck girder spans bridge, located in the Roscoe Village neighborhood of Chicago. The bridge is utilitarian in design and set onto steel and concrete substructures, at the largest span of 122 feet and total length of 234 feet. This bridge does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing.

Property Location



Property Information

Union Pacific (UP) North Line Abutments within the Area of Potential Effect (APE)

Description

There are two types of abutments within the APE.

1. **Masonry:** The masonry abutments are the structural support for the through-girder bridges and extend beyond the width of the bridge to transfer the loads to grade. The material of the abutments within the APE is limestone. The masonry abutments, which support all 11 bridges to be replaced, appear to be original to c. 1900, the date the tracks were elevated. Most of the abutments have deterioration near or directly under bearing points where the bearing loads are concentrated.

Integrity: Good
Condition: Fair

2. **Concrete:** The concrete abutment that structurally supports the Addison/Lincoln Street bridge appears to be original to 1959, the date the bridge was constructed. The abutment appears to be in a good condition overall with minimal deterioration and water damage.

Integrity: Good
Condition: Good

The masonry and concrete abutments within the APE are considered components of the UP North Line. These components are not individually eligible for National Register of Historic Places. The Historic Eligibility and Effects Report provides the determination of eligibility for the UP North Line.



Masonry Abutment
Photo by S. Hands



Masonry Abutment
Photo by E. Stoner



Concrete Abutment Supporting Addison/Lincoln Street Bridge
Photo by S. Hands

Property Information

Union Pacific (UP) North Line Retaining Walls within the Area of Potential Effect (APE)

Supplementary Research

There are four types of retaining walls within the APE.

1. Stone: Stone retaining walls are located immediately adjacent to the bridge abutments and at locations east and west of the existing tracks. Where extant, the stone material appears to be original to c. 1900, the date when the tracks were elevated. Isolated sections have been replaced with concrete or metal sheeting over time.

Integrity: Good
Condition: Varies from Good to Poor

2. Wood: Retaining walls made of wood materials are located along the UP right-of-way, east and west of the existing tracks. These retaining walls are constructed of wood sheeting composed of horizontal wood lagging supported by wooden soldier beams. The wood sheeting appears to have been added at an unknown date after the tracks were elevated.

Integrity: Good
Condition: Fair

3. Metal: Retaining walls composed of metal materials are located along the UP right-of-way, east and west of the existing tracks. These retaining walls are constructed of metal sheet pile shoring. The metal sheeting appears to have been added at an unknown date after the tracks were elevated.

Integrity: Good
Condition: Good

4. Concrete: Retaining walls made of concrete are located along the UP right-of-way, east and west of the existing tracks. These retaining walls are constructed of cast-in-place or precast concrete panels. The concrete retaining walls are newer infill replacement retaining walls that were added when the original retaining walls deteriorated.

Integrity: N/A due to age
Condition: Excellent



Stone Retaining Wall
Photo by E. Stoner



Wood Sheeting
Photo by S. Hands



Metal Sheeting
Photo by J. Mengler

Retaining walls are considered components of the UP North Line. These components are not individually eligible for the NRHP. The Historic Eligibility and Effects Report provides determination of eligibility for the UP North Line within the APE.



Concrete Retaining Wall
Photo by S. Hands

Property Information

Union Pacific (UP) North Line Trackbed within the Area of Potential Effect (APE)

Description

The railroad trackbed within the APE is on an elevated surface covered with ballast and railroad tracks with steel rails resting upon timber ties. The UP North Line's railroad trackbed runs the length of the APE and is consistent with the way tracks were constructed c. 1900, the date when the tracks were elevated.

Integrity: Fair
Condition: Fair

The railroad trackbed is considered a component of the UP North Line. This component is not individually eligible for the NRHP. The Historic Eligibility and Effects Report provides the determination of eligibility for the UP North Line within the APE.



Railroad Trackbed
Photo by K. Walsh



Railroad Trackbed
Photo by K. Walsh



Railroad Trackbed
Photo by K. Walsh

Property Information

Address 3728 NORTH RAVENSWOOD AVENUE
Number of Stories 4
Construction Date 2010
Current Use Storage
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/30/2021

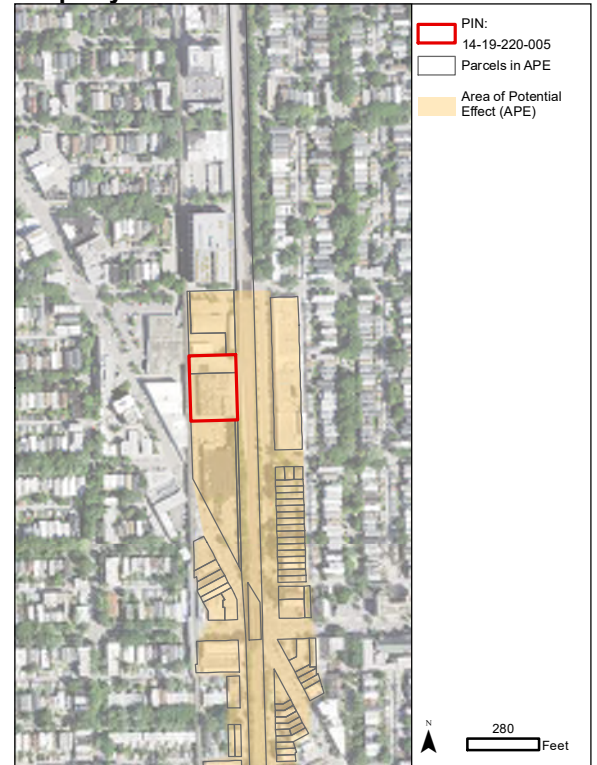
Side view



Photo by KPa 07/30/2021

Rear view

Property Location



Property Information

Address 3635-3645 NORTH LINCOLN AVENUE
 Number of Stories 1
 Construction Date 1926
 Design/Builder Unknown
 Current Use Institutional
 Historic Use Institutional

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Art Deco

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet



Photo by KPa 07/30/2021

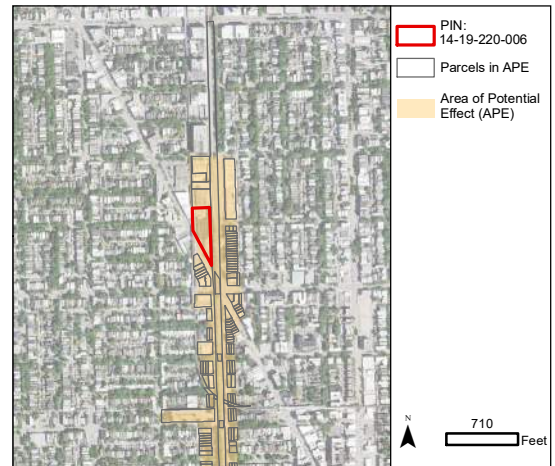
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing.

Property Information

Address 1801 WEST GRACE STREET
Number of Stories N/A
Construction Date N/A
Current Use Industry
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/30/2021

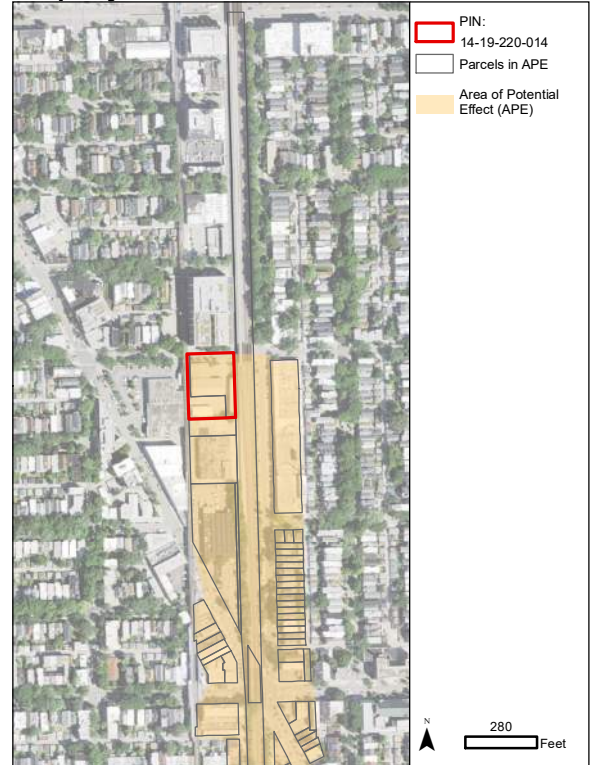
Front façade



Photo by KPa 07/30/2021

Side view

Property Location



Property Information

Address 3701-3759 NORTH RAVENSWOOD AVENUE
 Number of Stories 2
 Construction Date 1930
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Utilitarian

Found. Mat. Stone, Brick
 Wall Mat. Brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Flat
 Roof Features Chimney
 Roof Material Tile
 Outbuildings None
 Additions None
 Features Ornamental Masonry



Photo by KPa 07/28/2021

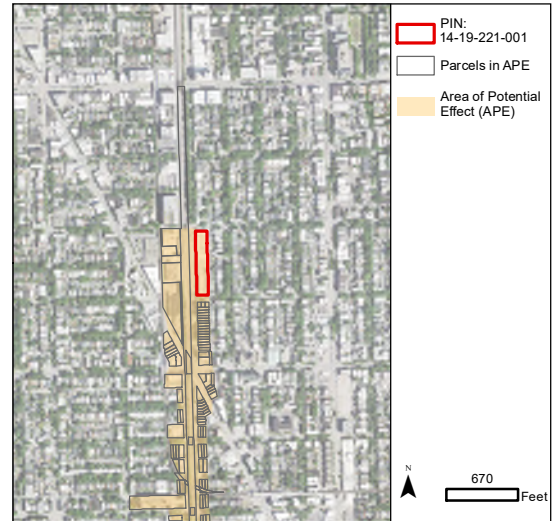
Front façade



Photo by KPa 07/28/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Windows have been replaced. The building has decorative brick masonry with highly decorative limestone entryway

Property Information

Address 3628 NORTH LINCOLN AVENUE
 Number of Stories 1
 Construction Date 1960
 Design/Builder Unknown
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



Photo by KPa 07/30/2021

Side view

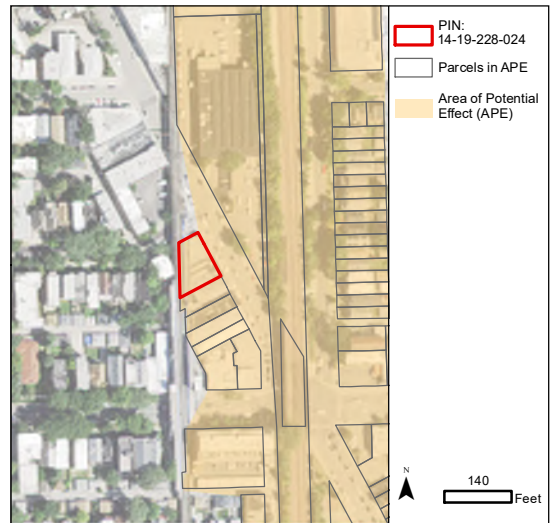
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Stone, Brick
 Window Type Fixed, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Cornice/Belt Course, Parapet

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include limestone belt course and decorative entryway.

Property Information

Address 3620 NORTH LINCOLN AVENUE
 Number of Stories 1
 Construction Date 1919
 Design/Builder Unknown
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Utilitarian

Found. Mat. Stone
 Wall Mat. Stone, Brick
 Window Type Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Cornice/Belt Course, Parapet, Ornamental Masonry



Photo by KPa 07/30/2021

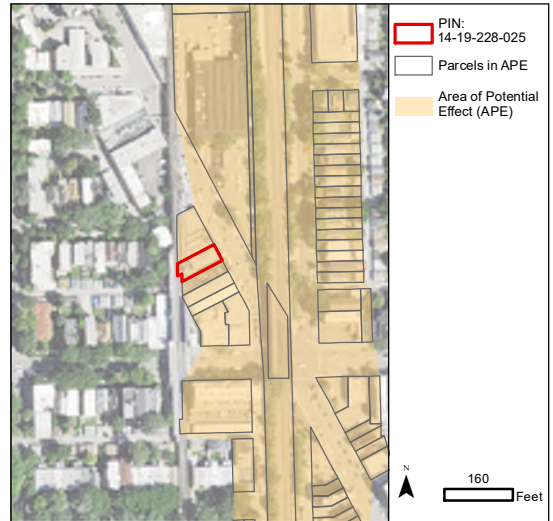
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include decorative brick work and limestone belt course.

Property Information

Address 3618 NORTH LINCOLN AVENUE
 Number of Stories 2
 Construction Date 1940
 Design/Builder Unknown
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



Photo by KPa 07/30/2021

Front façade

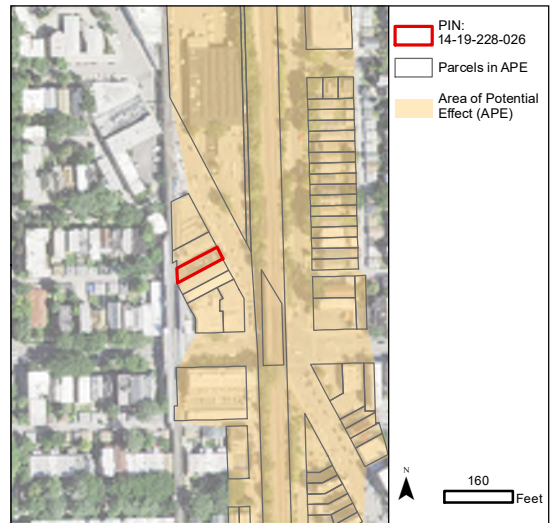
Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Utilitarian

Found. Mat. Stone
 Wall Mat. Brick
 Window Type Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet

Property Location



Eligibility Assessment Notes: 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. Architectural details include the limestone sill. The windows have been filled in with Glassblock.

Property Information

Address 3614 & 3616 NORTH LINCOLN AVENUE
 Number of Stories 1
 Construction Date 1940
 Design/Builder Unknown
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



Photo by KPa 07/30/2021

Architectural detail

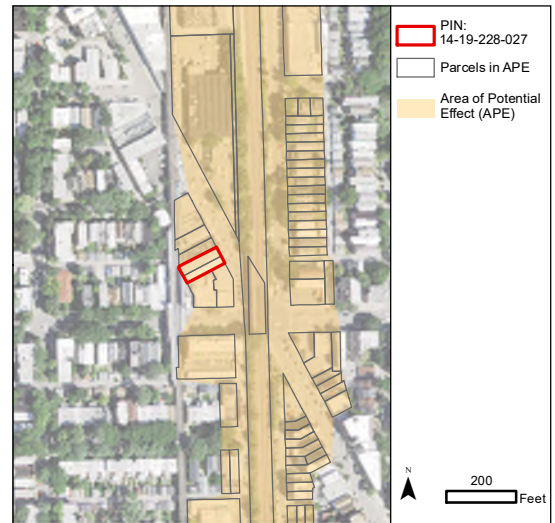
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Stone
 Wall Mat. Brick
 Window Type Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet, Ornamental Masonry

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include ornamental masonry and cast iron cornice on first floor.

Property Information

Address 1800-1808 NORTH LINCOLN AVENUE
 Number of Stories 1
 Construction Date 1954
 Design/Builder Unknown
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Concrete
 Wall Mat. Stone, Brick, Perma-stone
 Window Type Fixed, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet



Photo by KPa 07/30/2021

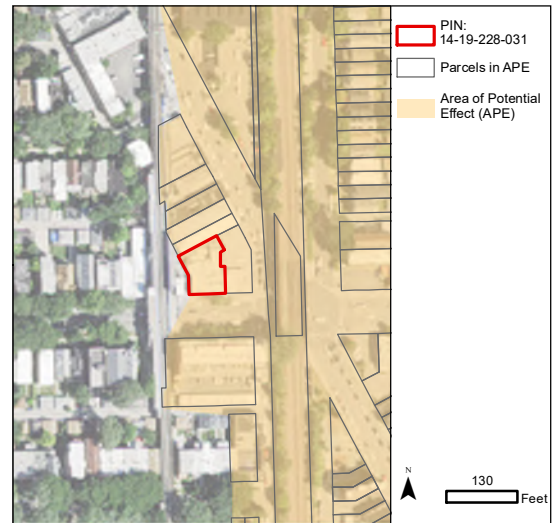
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed and exterior materials have been altered. The windows have been replaced.

Property Information

Address 3604 NORTH LINCOLN AVENUE
 Number of Stories 1
 Construction Date 1950
 Design/Builder Unknown
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Stone, Stucco
 Window Type Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet



Photo by KPa 07/30/2021

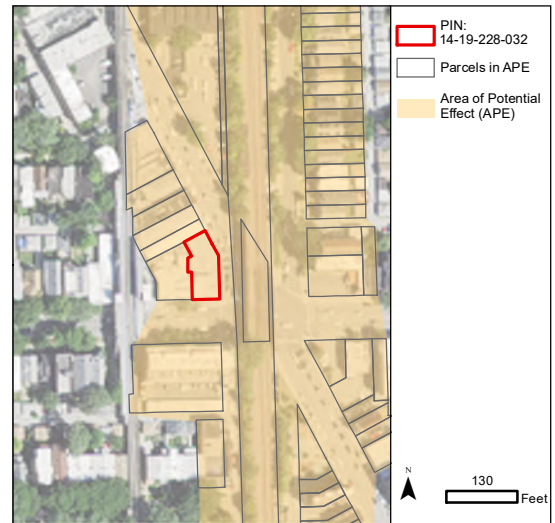
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed and exterior materials appear to be altered. The windows have been replaced.

Property Information

Address 1755 W WAVELAND AVE
 Number of Stories 2.5
 Construction Date 1903
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/28/2021

Front façade



Photo by KPa 07/28/2021

Architectural detail

Building Details

Integrity: Poor Condition: Fair
 Notes

Arch. Style Four Square

Found. Mat. Stone
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Hipped
 Roof Features Chimney, Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 1751 W WAVELAND AVE
 Number of Stories 1.5
 Construction Date 1906
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes

Arch. Style Victorian-era

Found. Mat. Stone
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Side Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch



Photo by KPa 07/28/2021

Side view



Photo by KPa 07/28/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 1747 W WAVELAND AVE
 Number of Stories 2.5
 Construction Date 1906
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Excellent
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch



Photo by KPa 07/28/2021

Front façade



Photo by KPa 07/28/2021

Side view

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced. The window openings on the side facade have been modified.

Property Information

Address 3653 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1958
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features Open Porch



Photo by KPa 07/30/2021

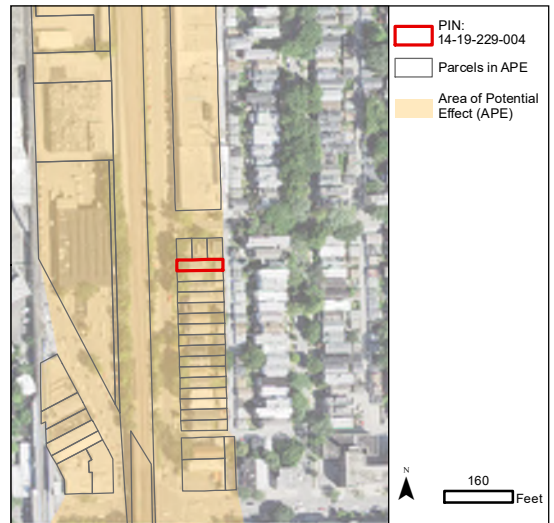
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced. The addition of the pop-ups are visible from the row.

Property Information

Address 3651 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1905
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



Photo by KPa 07/30/2021

Architectural detail

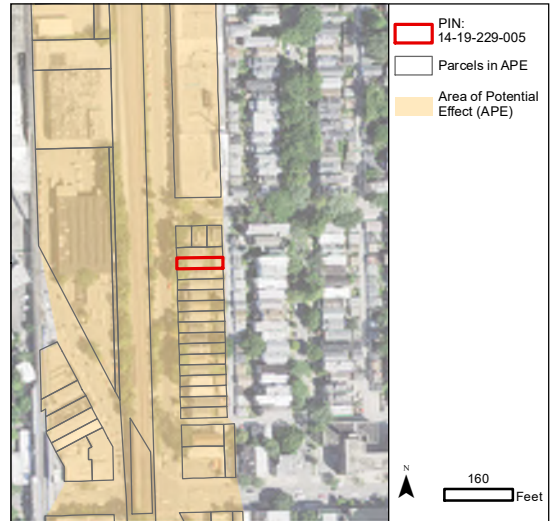
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The building lacks ornamentation but the historic form has not been altered.

Property Information

Address 3649 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Excellent
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Dormer, Skylights
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features Open Porch



Photo by KPa 07/30/2021

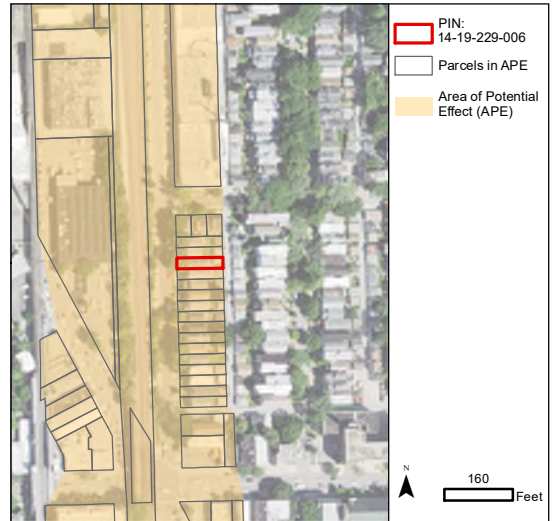
Front façade



Photo by KPa 07/30/2021

Architectural detail

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 3645 N RAVENSWOOD AVE
 Number of Stories 3
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



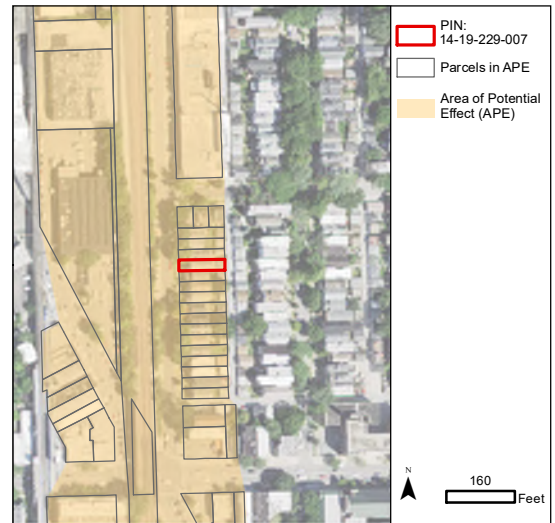
Photo by KPa 07/30/2021

Front façade

Building Details

Integrity: Poor Condition: Fair
 Notes Addition of open woode porch and 2nd floor balcony
 Arch. Style Victorian-era
 Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay, Fixed, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Front
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced. The porch has been altered.

Property Information

Address 3643 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1923
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



Photo by KPa 07/30/2021

Architectural detail

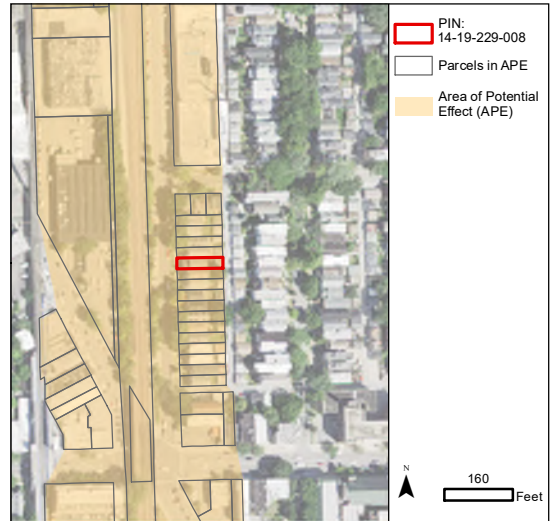
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Wood Shingle
 Window Type Double-hung, Bay, Fixed, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Front
 Features Open Porch

Property Location



PIN: 14-19-229-008
 Parcels in APE
 Area of Potential Effect (APE)

N
 160 Feet

Eligibility Assessment Notes: 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. Character defining features include classical style wooden entryway and wooden shingles belt course. The building has been re-sided and the windows have been replaced. The front porch has been altered.

Property Information

Address 3641 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1896
 Design/Builder Unknown
 Current Use Residence
 Historic Use Religious

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



Photo by KPa 07/30/2021

Architectural detail

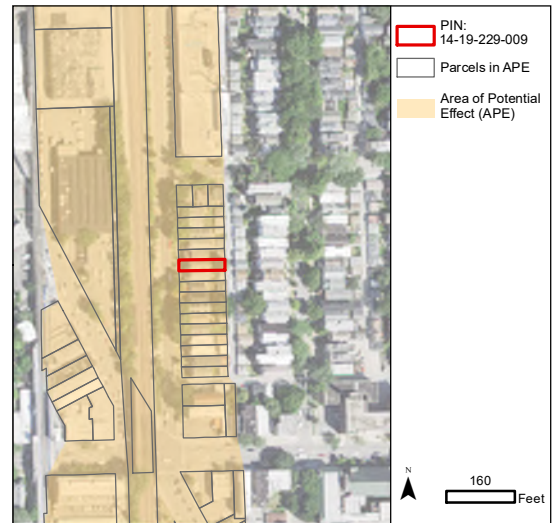
Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed excluding the architectural detail on the roof of the bay. The building has been re-sided and the windows have been replaced.

Property Information

Address 3639 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1902
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Casement
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Front, Pop-up
 Features Open Porch



Photo by KPa 07/30/2021

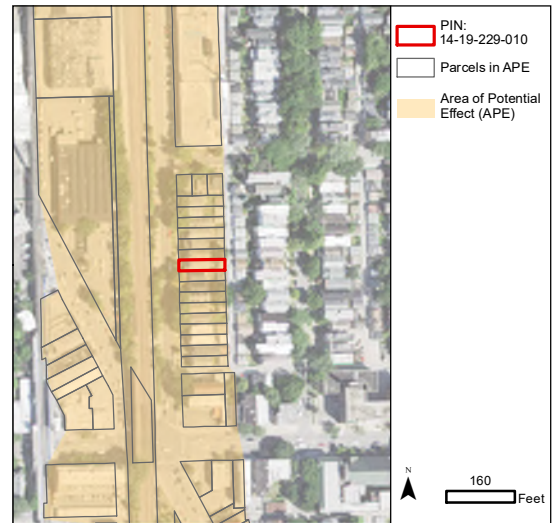
Front façade



Photo by KPa 07/30/2021

Side view

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 3635 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



Photo by KPa 07/30/2021

Architectural detail

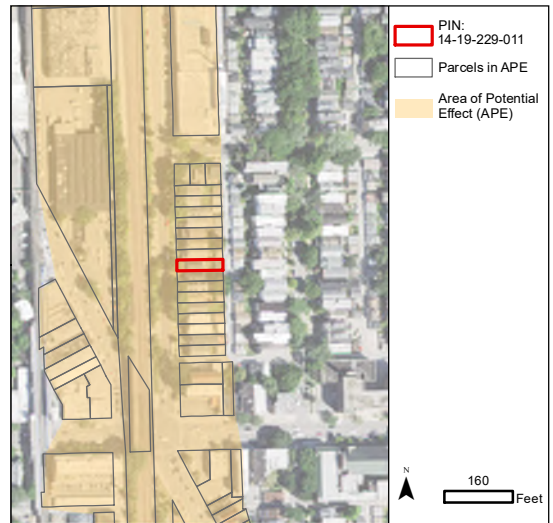
Building Details

Integrity: Poor Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete Block
 Wall Mat. Vinyl Siding, Wood Siding
 Window Type Double-hung, Bay, Fixed, Ribbon
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Front, Pop-up
 Features Enclosed Porch

Property Location



PIN: 14-19-229-011
 Parcels in APE
 Area of Potential Effect (APE)

N
 160 Feet

Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced. Front facade window configuration altered and the porch has been enclosed. The basement is enclosed with wooden planks.

Property Information

Address 3633 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1894
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes
 Arch. Style Victorian-era
 Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Dormer, Skylights
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features None



Photo by KPa 07/30/2021

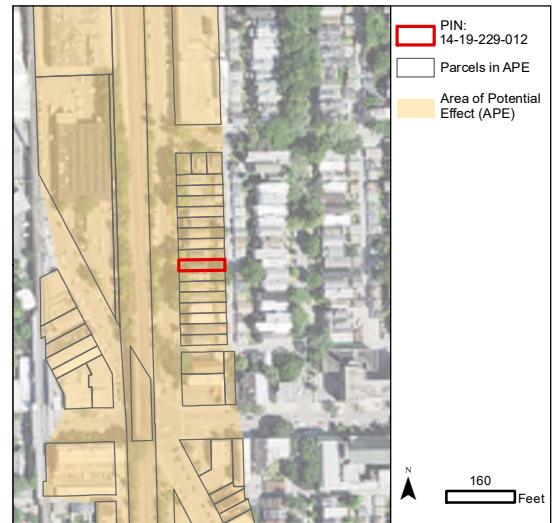
Front façade



Photo by KPa 07/30/2021

Side view

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 3631 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1889
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Cottage

Found. Mat. Concrete
 Wall Mat. Vinyl Siding, Concrete
 Window Type Double-hung, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Pop-up
 Features Open Porch



Photo by KPa 07/30/2021

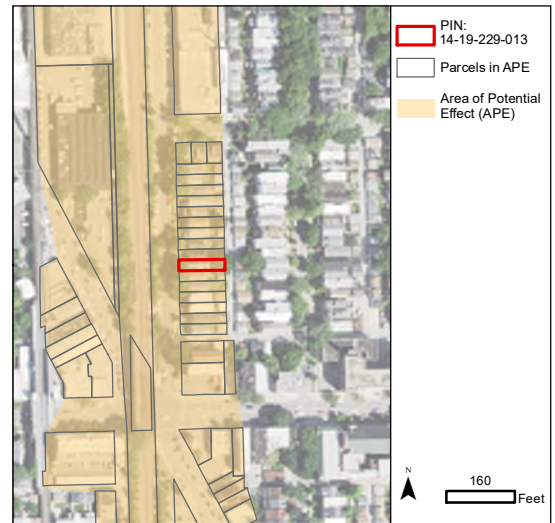
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 3629 N RAVENSWOOD AVE
 Number of Stories 1.5
 Construction Date 1890
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 07/30/2021

Front façade



Photo by KPa 07/30/2021

Architectural detail

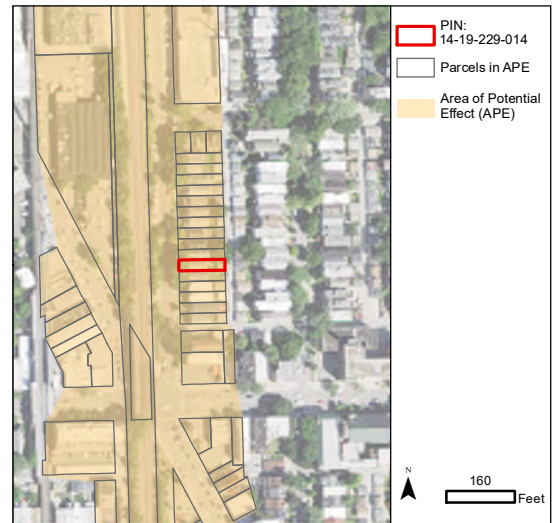
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Single-hung, Bay, Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include ornamental lintel at bay and gable sun rays ornamentation.

Property Information

Address 3625 N RAVENSWOOD AVE
 Number of Stories 1.5
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Asphalt Shingle
 Window Type Double-hung, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch



Photo by KPa 07/30/2021

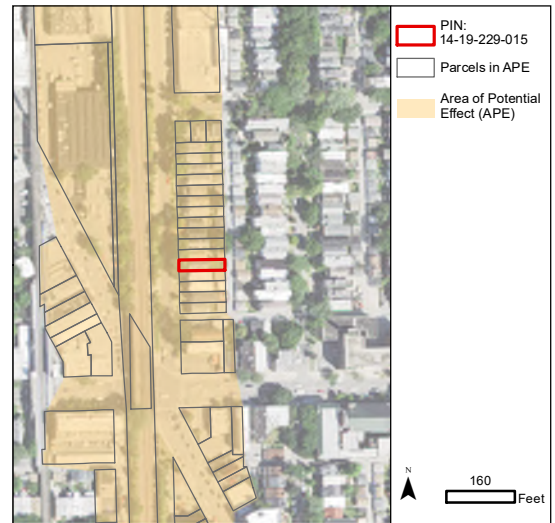
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 3623 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1913
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Two-flat

Found. Mat. Brick
 Wall Mat. Brick
 Window Type Double-hung, Bay, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions None
 Features Open Porch, Cornice/Belt Course, Parapet



Photo by KPa 07/30/2021

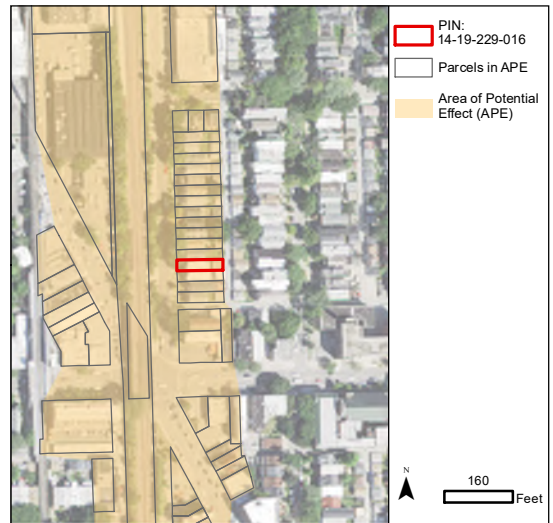
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include limestone belt course, sill and lintel.

Property Information

Address 3621 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1913
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Two-flat

Found. Mat. Brick
 Wall Mat. Brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass, Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions None
 Features Open Porch, Cornice/Belt Course



Photo by KPa 07/30/2021

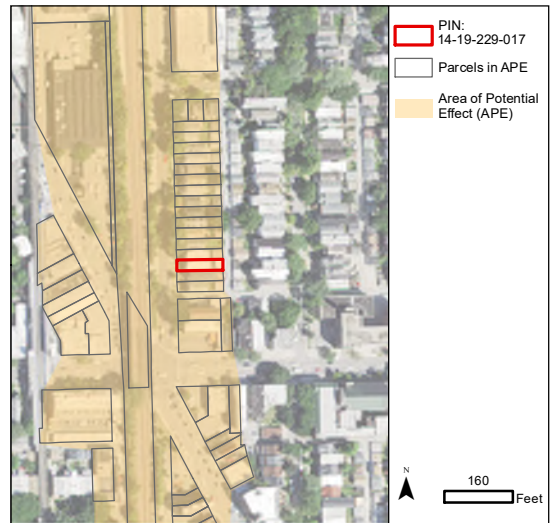
Front façade



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include limestone belt course, sill and lintel.

Property Information

Address 3619 N RAVENSWOOD AVE
Number of Stories 2
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/30/2021

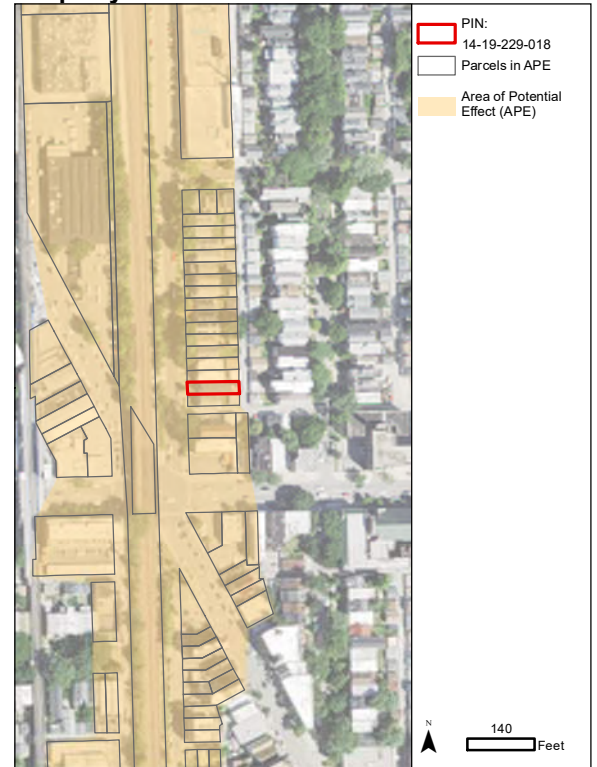
Front façade



Photo by KPa 07/30/2021

Side view

Property Location



Property Information

Address 3615 N RAVENSWOOD AVE
 Number of Stories 1.5
 Construction Date 1896
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Perma-stone
 Window Type Double-hung, Bay, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch



Photo by KPa 07/30/2021

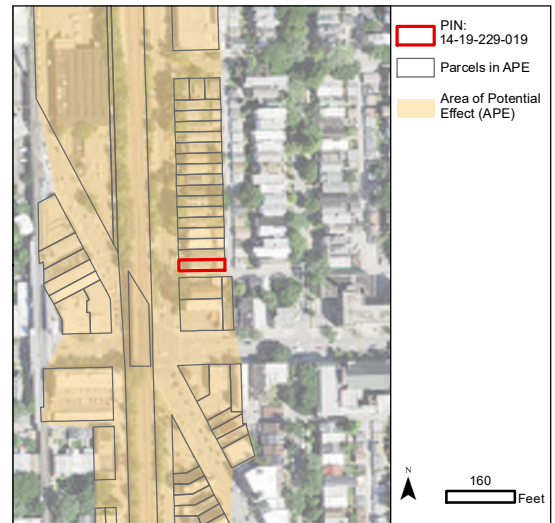
Front façade



Photo by KPa 07/30/2021

Rear view

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 1744 W ADDISON ST
 Number of Stories 2.5
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 09/07/2021

Front façade



Photo by KPa 09/07/2021

Side view

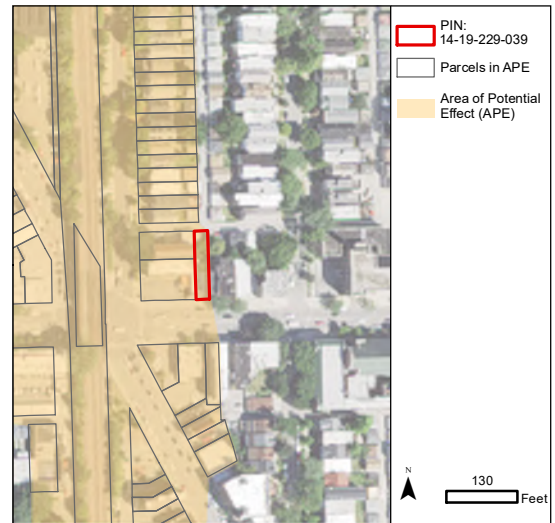
Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features None

Property Location



Eligibility Assessment Notes: 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. The siding and windows have been replaced, all character defining features have been removed.

Property Information

Address 3609 N RAVENSWOOD AVE
 Number of Stories 3
 Construction Date 1891
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Brick
 Wall Mat. Brick, Vinyl Siding, Perma-brick
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear
 Features Open Porch



Photo by KPa 07/30/2021

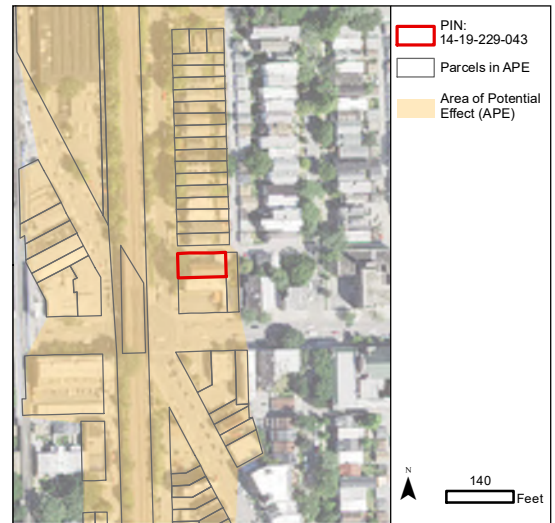
Side view



Photo by KPa 07/30/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 1746 WEST ADDISON STREET
Number of Stories 1
Construction Date 2000
Current Use Business
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/30/2021

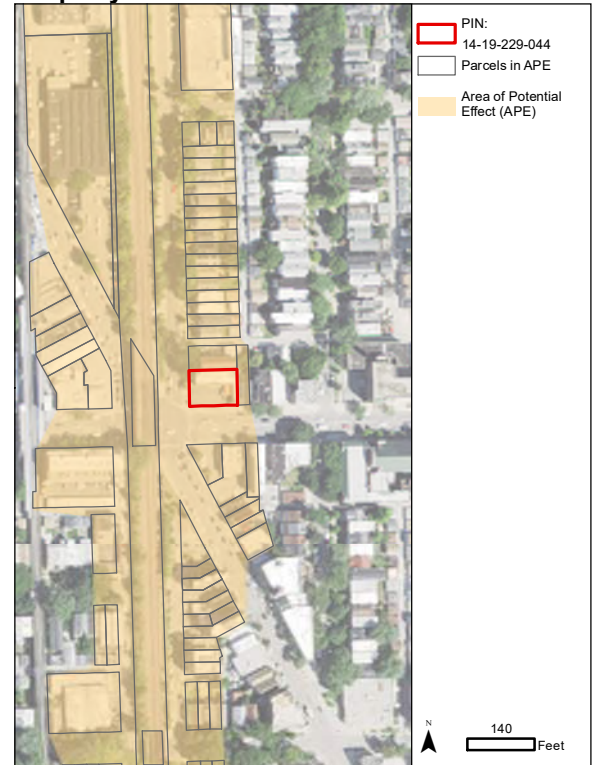
Side view



Photo by KPa 07/30/2021

Side view

Property Location



Property Information

Address 1804 W EDDY ST
Number of Stories 2
Construction Date 2010
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/02/2021

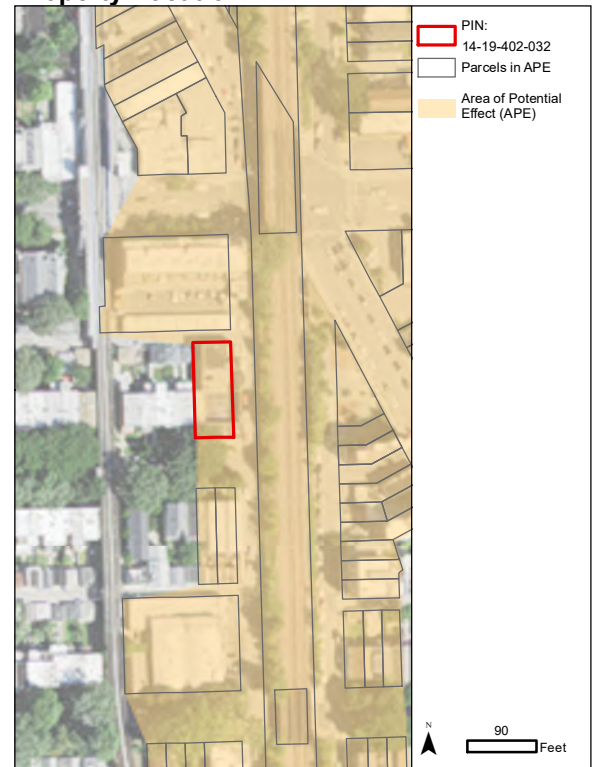
Front façade



Photo by KPa 08/02/2021

Side view

Property Location



Property Information

Address 1801-1811 WEST ADDISON STREET
Number of Stories 4
Construction Date 2000
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/02/2021

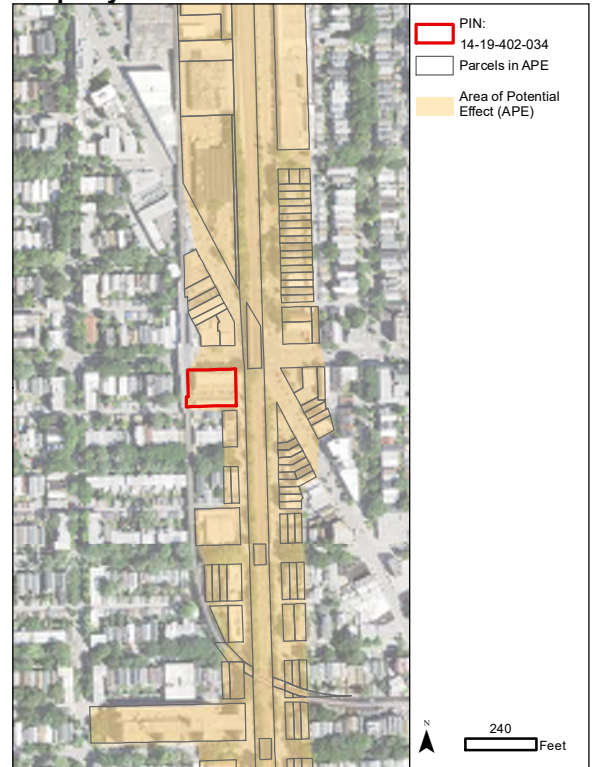
Front façade



Photo by KPa 08/02/2021

Rear view

Property Location



Property Information

Address 3500 NORTH RAVENSWOOD AVENUE
 Number of Stories 2
 Construction Date 1960
 Design/Builder Unknown
 Current Use Business
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Fair
 Notes Portion of the building seems to be an addition or altered
 Arch. Style Utilitarian
 Found. Mat. Concrete, Brick
 Wall Mat. Brick
 Window Type Double-hung, Glass Block, Industrial
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features Chimney
 Roof Material Not Visible
 Outbuildings None
 Additions Front
 Features Cornice/Belt Course, Parapet, Ornamental Masonry



Photo by KPa 08/03/2021

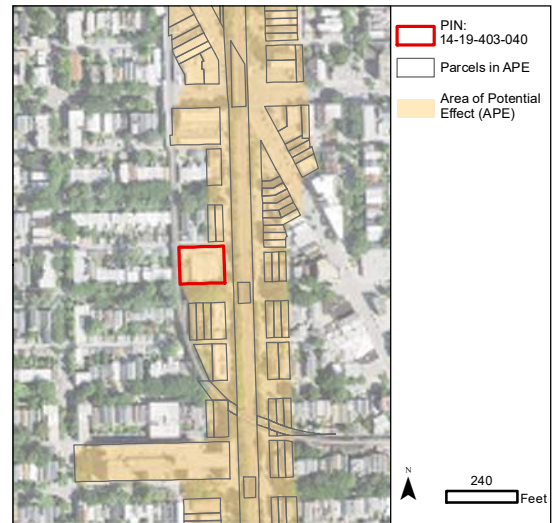
Side view



Photo by KPa 08/03/2021

Side view

Property Location



Eligibility Assessment Notes: 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. The windows have been replaced. Architectural detail includes limestone sill belt course

Property Information

Address 1801 W EDDY ST
Number of Stories 2.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/03/2021

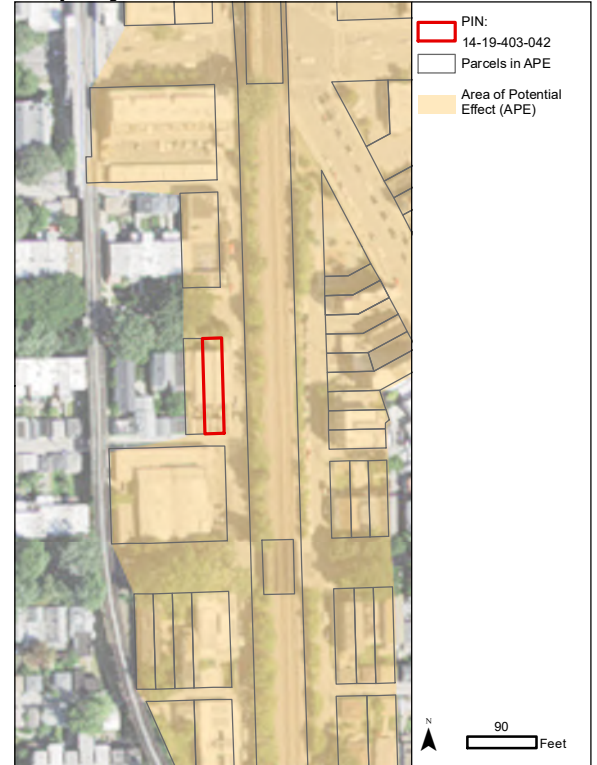
Front façade



Photo by KPa 08/03/2021

Rear view

Property Location



Property Information

Address 1803 W EDDY ST
Number of Stories 2.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/03/2021

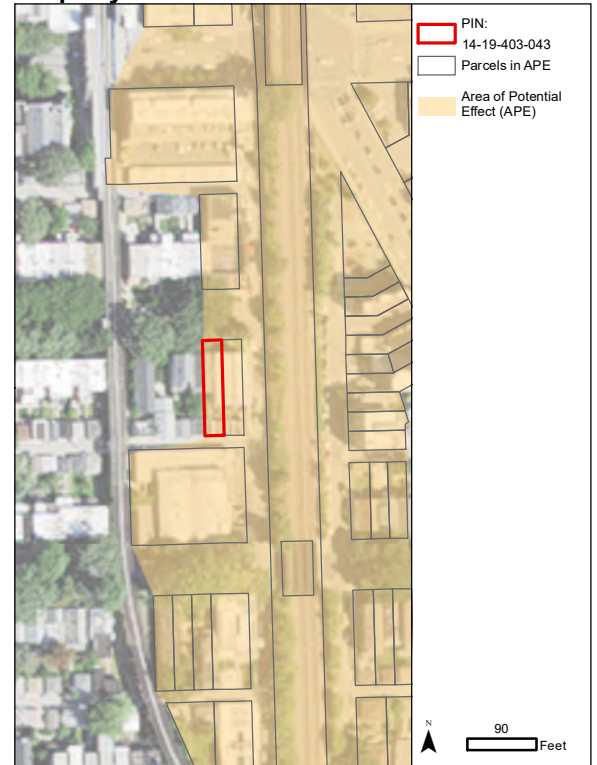
Front façade



Photo by KPa 08/03/2021

Rear view

Property Location



Property Information

Address 3538 N Lincoln Avenue
Number of Stories N/A
Construction Date N/A
Current Use Playground
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/23/2021

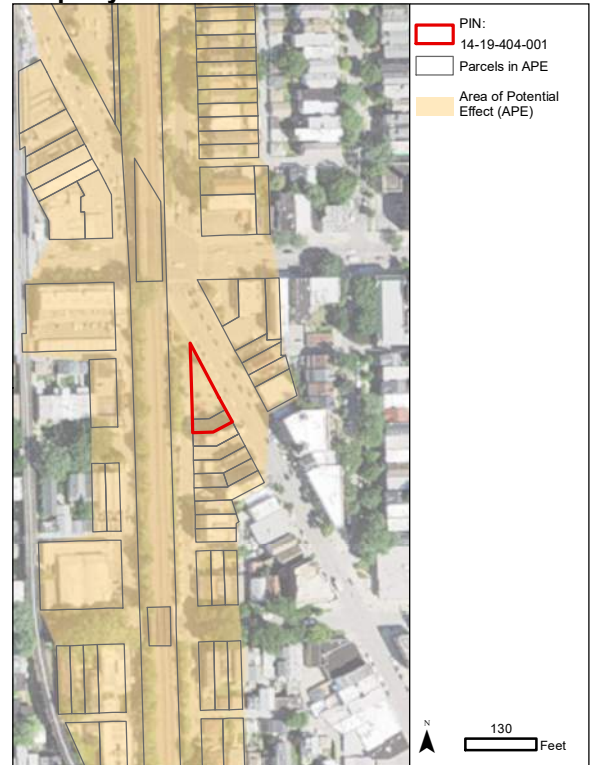
Other



Photo by KPa 08/23/2021

Other

Property Location



Property Information

Address 3525-3530 North Lincoln Avenue
Number of Stories 4
Construction Date 2010
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

Front façade



Photo by KPa 08/05/2021

Front façade

Property Location



Property Information

Address 3519 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1912
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes

Arch. Style Two-flat

Found. Mat. Concrete
 Wall Mat. Vinyl Siding, Wood Shingle
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Pop-up
 Features Open Porch



Photo by KPa 08/05/2021

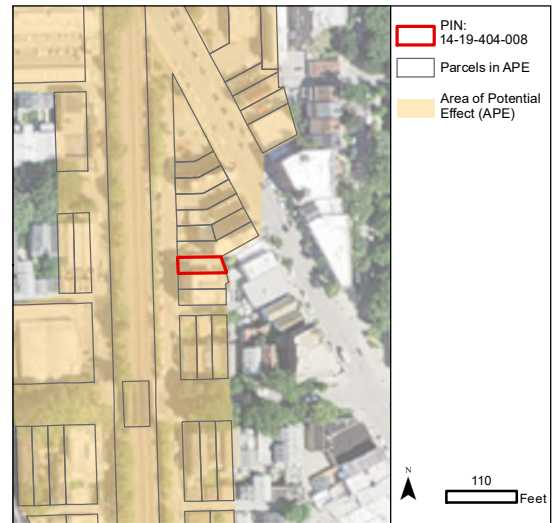
Front façade



Photo by KPa 08/05/2021

Side view

Property Location



PIN: 14-19-404-008
 Parcels in APE
 Area of Potential Effect (APE)

N
 110 Feet

Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced. The 2nd floor has been remodeled to be used as Airbnb. Architectural detail includes fish scale siding on the gable.

Property Information

Address 3511-3515 NORTH RAVENSWOOD AVENUE
Number of Stories 4.5
Construction Date 2000
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

Side view

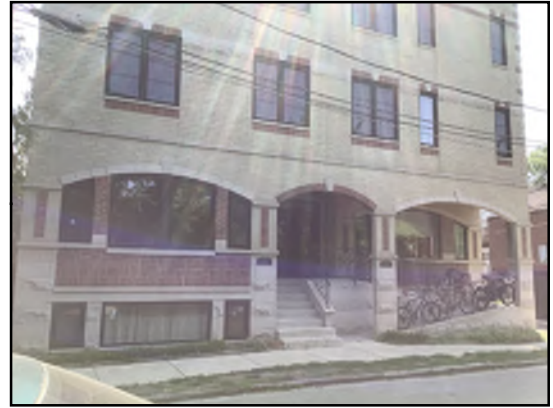
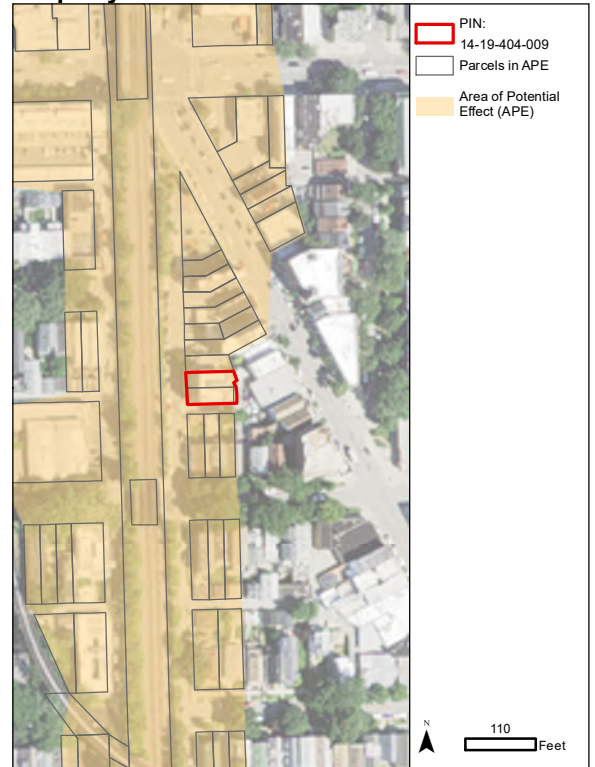


Photo by KPa 08/05/2021

Front façade

Property Location



Property Information

Address 1754 W CORNELIA AVE
 Number of Stories 2
 Construction Date 1892
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/05/2021

Front façade



Photo by KPa 08/05/2021

Front façade

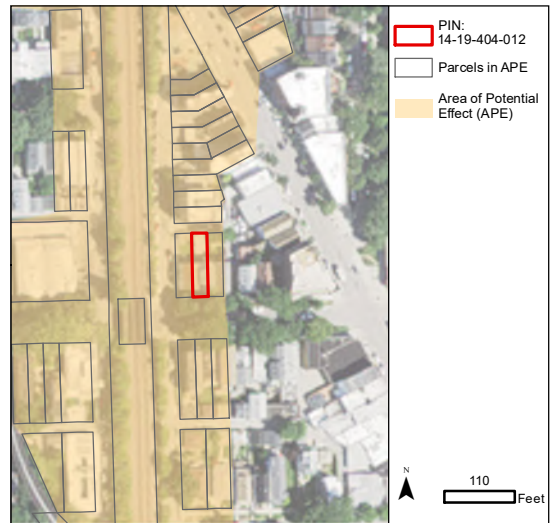
Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Cottage

Found. Mat. Concrete Block
 Wall Mat. Vinyl Siding, Concrete Block
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Front, Pop-up
 Features Cornice/Belt Course, Exterior Vestibule/Entry

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed excluding the dentil ornamentation at the cornice. The building has been re-sided and the windows have been replaced. Exterior entry added on ground level under entry stairs.

Property Information

Address 1752 W CORNELIA AVE
 Number of Stories 2.5
 Construction Date 1896
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/05/2021

Side view



Photo by KPa 08/05/2021

Front façade

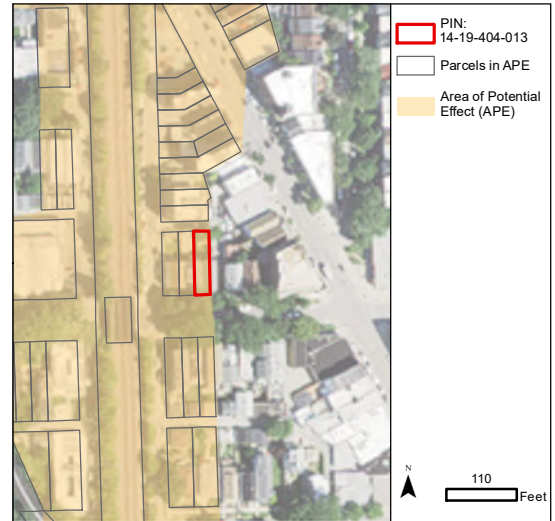
Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete
 Wall Mat. Vinyl Siding, Concrete Block
 Window Type Double-hung, Awning/Hopper, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Rear
 Features Enclosed Porch

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced. The porch appears to be modified.

Property Information

Address 3536 NORTH LINCOLN AVENUE
Number of Stories 4
Construction Date 2010
Current Use Mixed Use
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

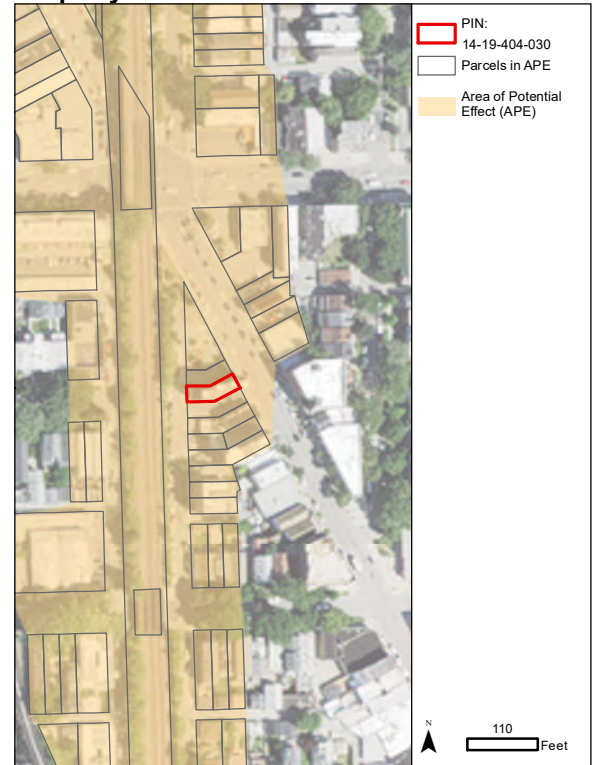
Front façade



Photo by KPa 08/05/2021

Side view

Property Location



Property Information

Address 3526 NORTH LINCOLN AVENUE
Number of Stories 4
Construction Date 2000
Current Use Mixed Use
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

Front façade



Photo by KPa 08/05/2021

Side view

Property Location



Property Information

Address 1756 WEST CORNELIA AVENUE
Number of Stories 3.5
Construction Date 2015
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

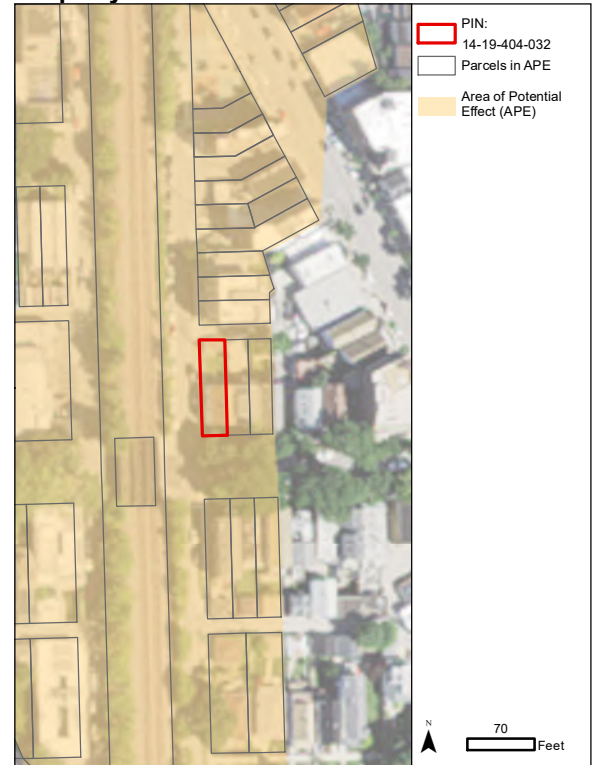
Front façade



Photo by KPa 08/05/2021

Side view

Property Location



Property Information

Address 1749 W Addison Street
Number of Stories 1
Construction Date 2006
Current Use Business
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/23/2021

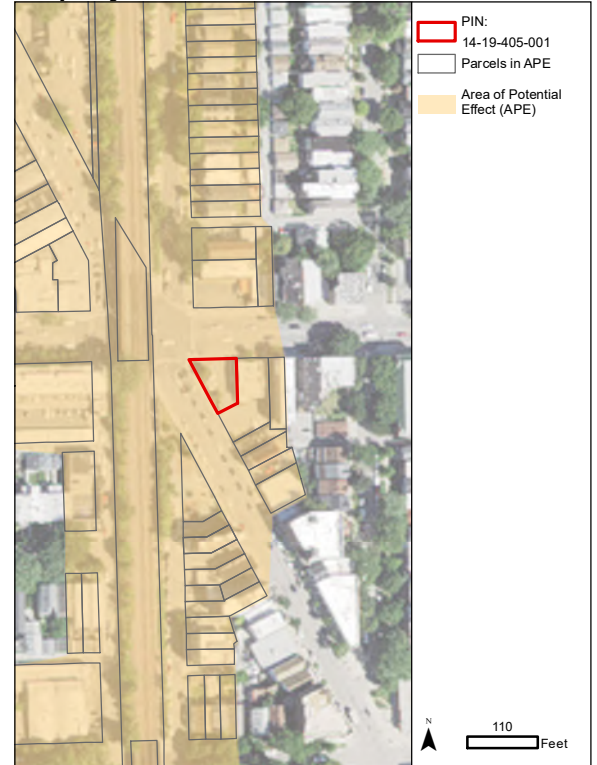
Other



Photo by KPa 08/23/2021

Other

Property Location



Property Information

Address 1749-1755 WEST ADDISON STREET
Number of Stories 1
Construction Date 2006
Current Use Business
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/02/2021

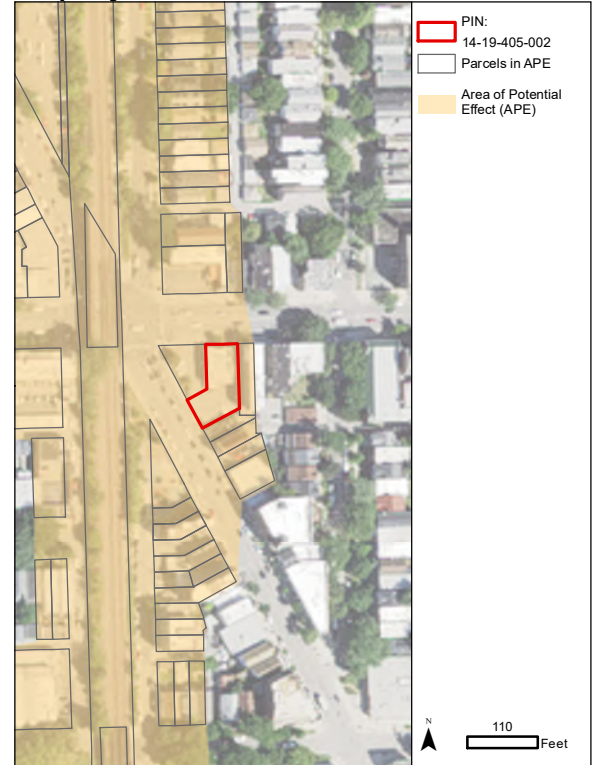
Front façade



Photo by KPa 08/02/2021

Side view

Property Location



Property Information

Address 1743 WEST ADDISON STREET
 Number of Stories 3.5
 Construction Date 1916
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/02/2021

Front façade



Photo by KPa 08/02/2021

Architectural detail

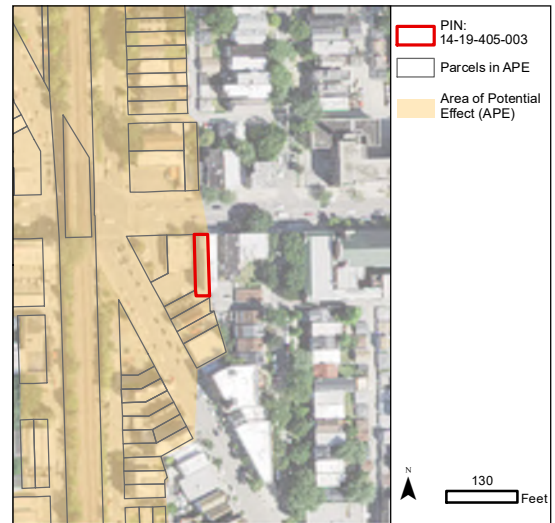
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Italiante

Found. Mat. Stone
 Wall Mat. Brick
 Window Type Double-hung, Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Cornice/Belt Course, Parapet, Ornamental Masonry

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Some character defining features include limestone belt course and limestone dentil cornice with brick ornamentation on facade and limestone ornamentation at entrance.

Property Information

Address 3545-47 N LINCOLN AVE
 Number of Stories 2
 Construction Date 1927
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/02/2021

Front façade



Photo by KPa 08/02/2021

Architectural detail

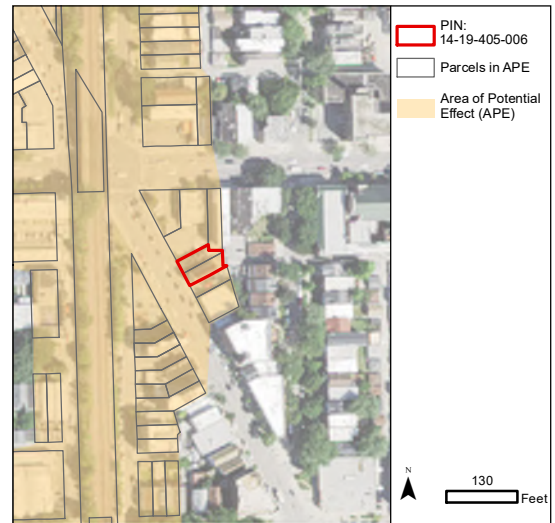
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Renaissance Revival

Found. Mat. Brick
 Wall Mat. Brick, Wood Shingle
 Window Type Double-hung, Bay, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Skylights
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Cornice/Belt Course, Ornamental Masonry

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Some character defining features include decorative front gable, cast iron decorative cornice and bay, decorative limestone on the front gable and limestone window opening.

Property Information

Address 3537-3541 NORTH LINCOLN AVENUE
 Number of Stories 1
 Construction Date 1950
 Design/Builder Unknown
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Stone
 Wall Mat. Stone, Brick
 Window Type Ribbon
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Flat
 Roof Features Chimney
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet, Ornamental Masonry



Photo by KPa 08/02/2021

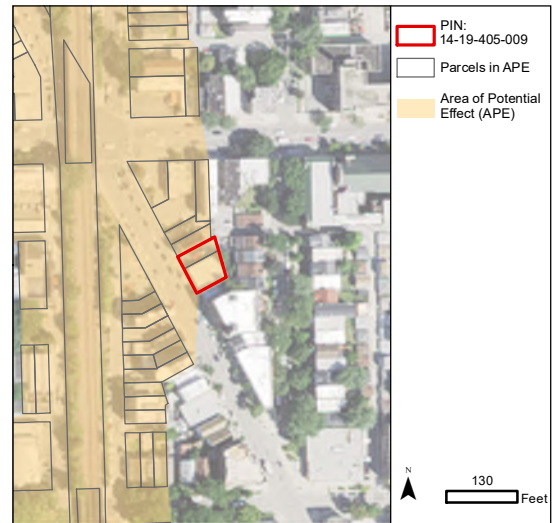
Front façade



Photo by KPa 08/02/2021

Side view

Property Location



Eligibility Assessment Notes: 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. The windows have been replaced. The building is Utilitarian in design and some features include decorative masonry.

Property Information

Address 1811 WEST CORNELIA AVENUE
 Number of Stories 2
 Construction Date 1968
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes

Arch. Style Mid-Century Modern

Found. Mat. Concrete
 Wall Mat. Brick, Metal Siding
 Window Type Fixed, Casement, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions Second Floor
 Features Enclosed Porch



Photo by KPa 08/03/2021

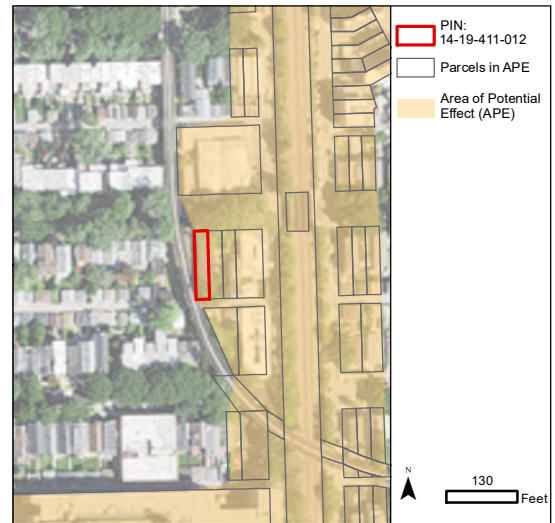
Front façade



Photo by KPa 08/03/2021

Side view

Property Location



Eligibility Assessment Notes: 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. The windows have been replaced. The addition on the second floor is visible from the row.

Property Information

Address 1805 W CORNELIA AVE
 Number of Stories 1.5
 Construction Date 1890
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Side Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Front, Pop-up
 Features Open Porch, Parapet



Photo by KPa 08/03/2021

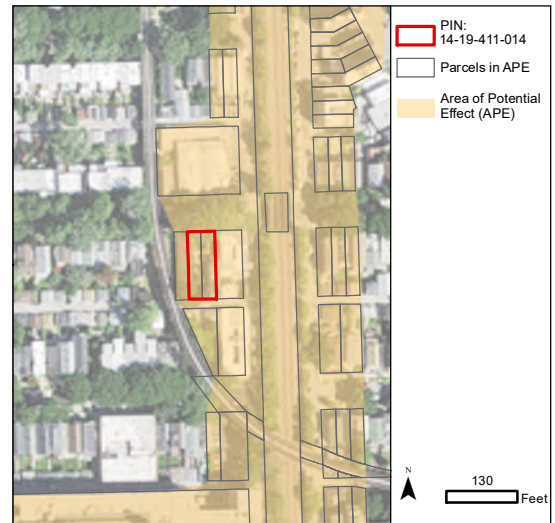
Front façade



Photo by KPa 08/03/2021

Rear view

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced. The addition on the side with flat roof is visible from the row. Some window openings are modified.

Property Information

Address 1801 WEST CORNELIA AVENUE
 Number of Stories 1
 Construction Date 1960
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Excellent
 Notes

Arch. Style Mid-Century Modern

Found. Mat. Concrete
 Wall Mat. Stone, Brick, Perma-stone
 Window Type Double-hung, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions Pop-up
 Features Open Porch, Parapet



Photo by KPa 08/03/2021

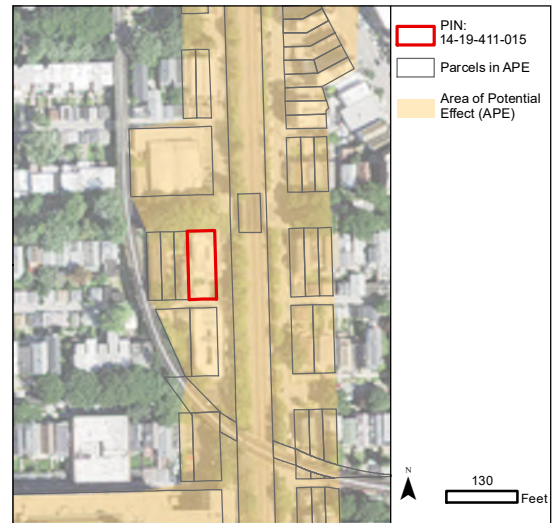
Front façade



Photo by KPa 08/03/2021

Rear view

Property Location



Eligibility Assessment Notes: 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. The windows have been replaced to double-hung windows in industrial size openings with limestone sill. Entryway remodeled. Addition of a small room on the roof not visible from row.

Property Information

Address 3434 N RAVENSWOOD AVE
 Number of Stories 1
 Construction Date 1932
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/03/2021

Side view



Photo by KPa 08/03/2021

Rear view

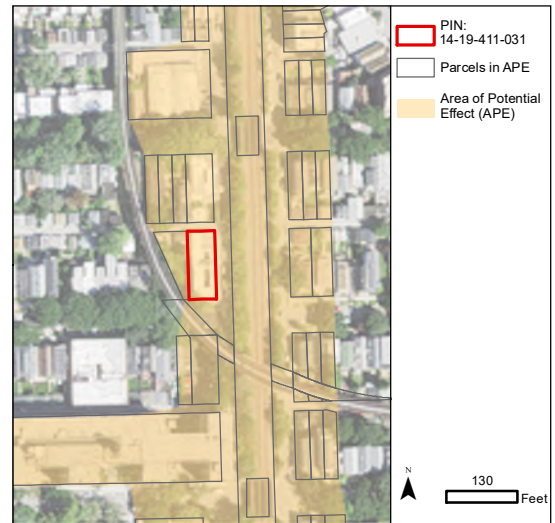
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Stone
 Wall Mat. Stone, Brick
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Enclosed Porch

Property Location



PIN: 14-19-411-031
 Parcels in APE
 Area of Potential Effect (APE)

N
 130 Feet

Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Historic industrial building has been rehabilitated to single family residence. Windows have been replaced.

Property Information

Address 1800 WEST ROSCOE STREET
 Number of Stories 5
 Construction Date 1920
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible Yes
 Significance Criteria (A) B C D
 Criterion A: Local history of Chicago and association with the invention of mechanical pencil

Building Details

Integrity: Good Condition: Excellent
 Notes

Arch. Style Utilitarian

Found. Mat. Concrete
 Wall Mat. Stone, Brick
 Window Type Industrial
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Exterior Vestibule/Entry



Photo by KPa 08/03/2021

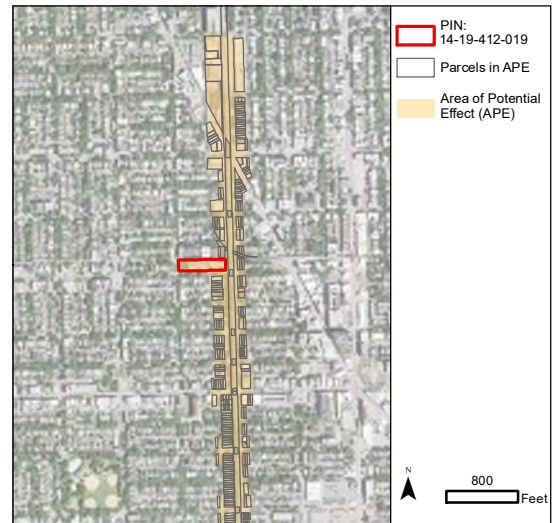
Front façade



Photo by KPa 08/03/2021

Side view

Property Location



Eligibility Assessment Notes: Under Criterion A for significance and association with the local history of Chicago and association with the invention of mechanical pencil, the building is deemed eligible for NRHP. The large-scale industrial building at 1800 West Roscoe was constructed in C. 1920 as a pencil manufacturing factory for Eversharp and Wahl Company. It is 5-stories concrete frame building with brick and large industrial window openings with stone sills. The exterior of the building has parapet level ornamentation with terra cotta reliefs in the shape of pencils. The main entrance of the building is at the South primary façade adorned by a modern exterior glass vestibule supported by concrete columns.

Property Information

Address 1757 W CORNELIA AVE
Number of Stories 2.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

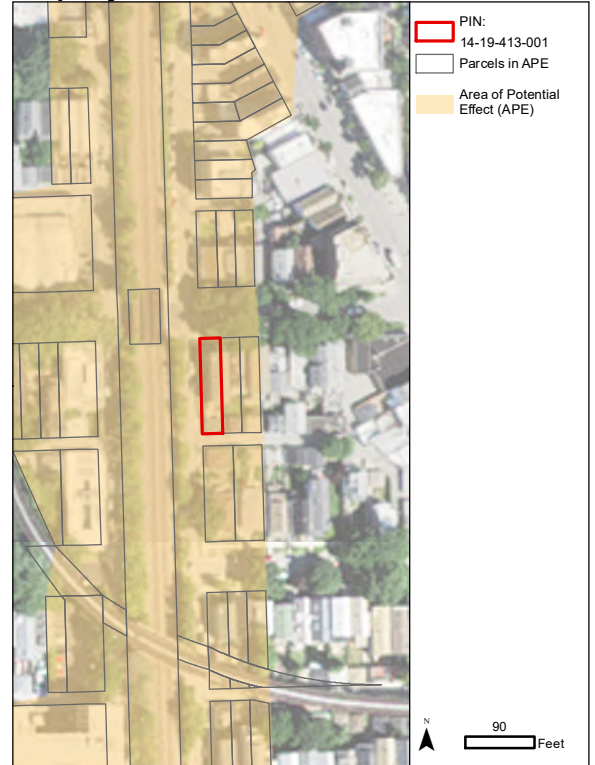
Side view



Photo by KPa 08/05/2021

Front façade

Property Location



Property Information

Address 1755 W CORNELIA AVE
Number of Stories N/A
Construction Date N/A
Current Use Property without Structure
Historic Use N/A

Building Eligibility Notes:

Resource is under construction and thus, not eligible due to not meeting age requirements.



Photo by KPa 08/05/2021

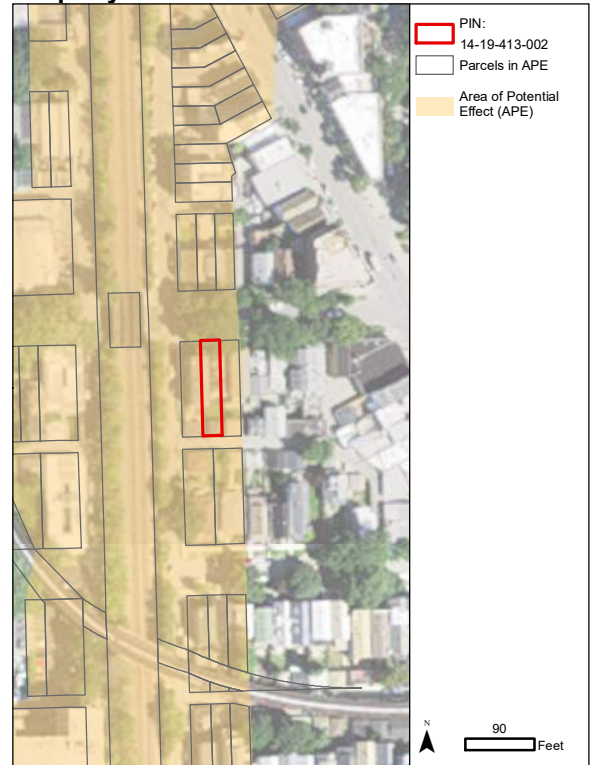
Other



Photo by KPa 08/05/2021

Other

Property Location



Property Information

Address 1756 W NEWPORT AVE
 Number of Stories 1
 Construction Date 1958
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/05/2021

Front façade



Photo by KPa 08/05/2021

Side view

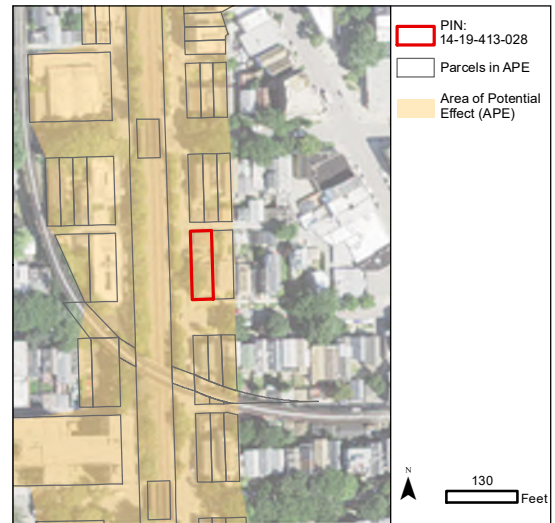
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Bungalow

Found. Mat. Not Visible
 Wall Mat. Brick, Perma-stone
 Window Type Double-hung, Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Hipped
 Roof Features Chimney, Skylights
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Legend:
 PIN: 14-19-413-028 (Red box)
 Parcels in APE (White box)
 Area of Potential Effect (APE) (Yellow area)

Scale: 130 Feet
 North arrow

Eligibility Assessment Notes: : This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The windows have been replaced.

Property Information

Address 1752 W NEWPORT AVE
 Number of Stories 1
 Construction Date 1958
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/05/2021

Front façade



Photo by KPa 08/05/2021

Front façade

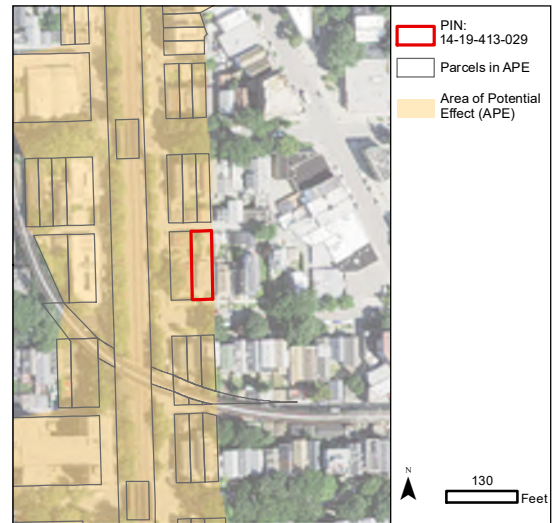
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Bungalow

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung, Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Hipped
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The windows have been replaced. Some details include front gable with wood siding above windows.

Property Information

Address 1753 WEST CORNELIA AVENUE
 Number of Stories 3
 Construction Date 1887
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/05/2021

Front façade



Photo by KPa 08/05/2021

Side view

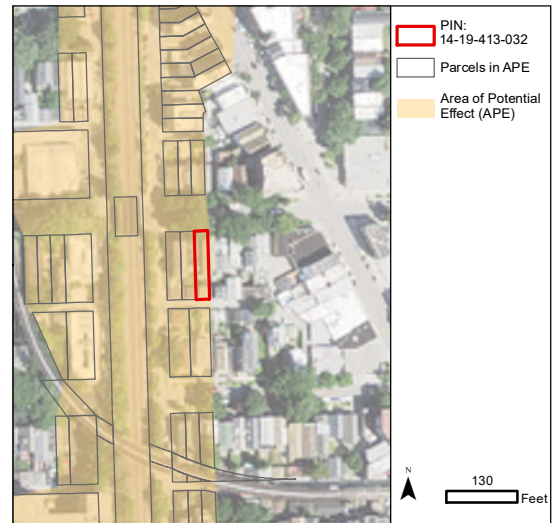
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Two-flat

Found. Mat. Stone
 Wall Mat. Brick, Vinyl Siding, Wood Shingle
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed excluding the fish scale siding at the gable. The building has been re-sided and the windows have been replaced.

Property Information

Address 1757 W NEWPORT AVE
Number of Stories 2.5
Construction Date 2000
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

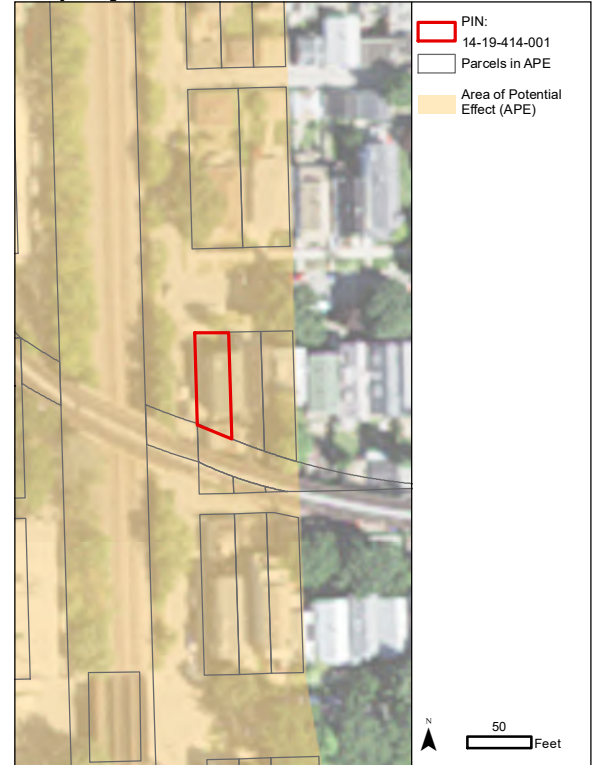
Front façade



Photo by KPa 08/05/2021

Side view

Property Location



Property Information

Address 1755 W NEWPORT AVE
 Number of Stories 2.5
 Construction Date 1890
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes

Arch. Style Two-flat

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Skylights
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear
 Features None



Photo by KPa 08/05/2021

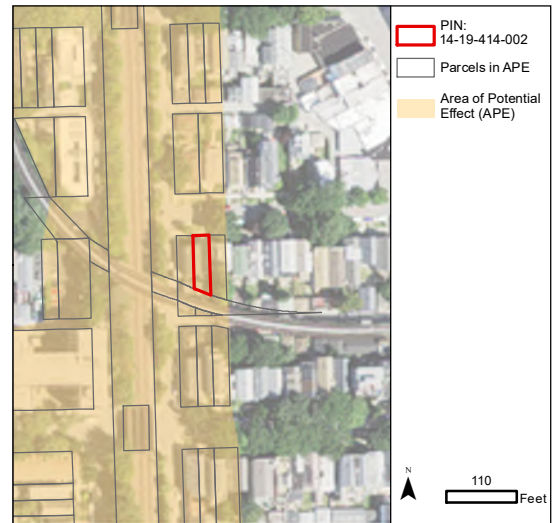
Front façade



Photo by KPa 08/05/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 1753 W NEWPORT AVE
 Number of Stories 2.5
 Construction Date 1922
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes

Arch. Style Two-flat

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features None



Photo by KPa 08/05/2021

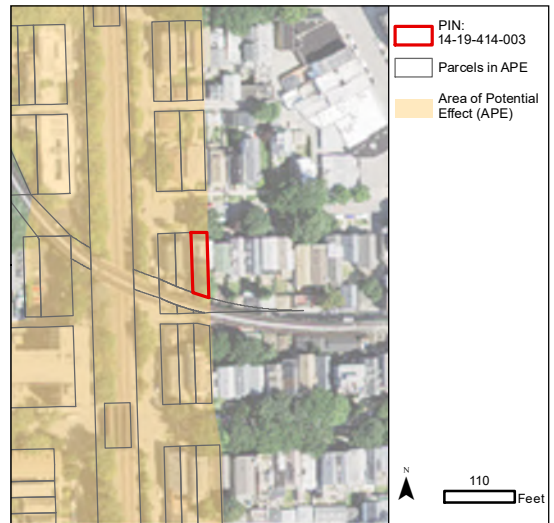
Front façade



Photo by KPa 08/05/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All character defining details have been removed. The building has been re-sided and the windows have been replaced. The porch has been modified.

Property Information

Address 1756 W ROSCOE ST
Number of Stories 3
Construction Date 1996
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

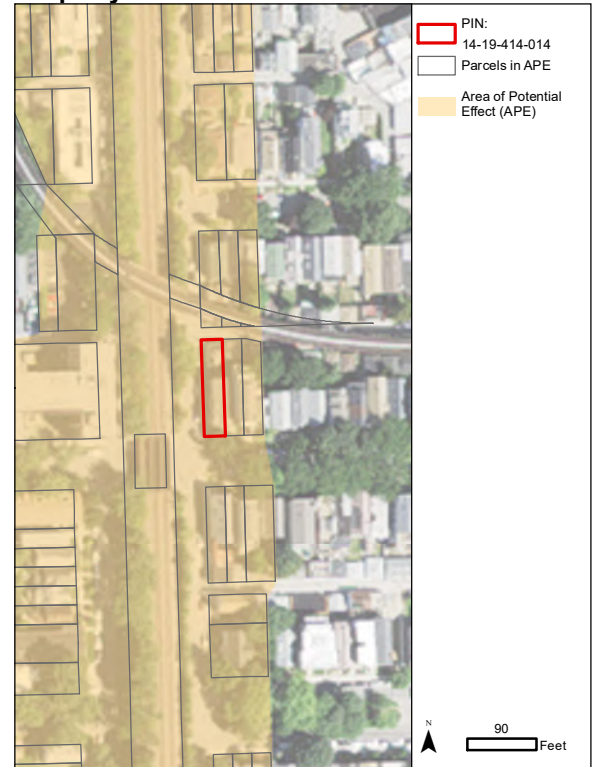
Side view



Photo by KPa 08/05/2021

Front façade

Property Location



Property Information

Address 1752 W ROSCOE ST
 Number of Stories 2
 Construction Date 1890
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Brick
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features Open Porch



Photo by KPa 08/05/2021

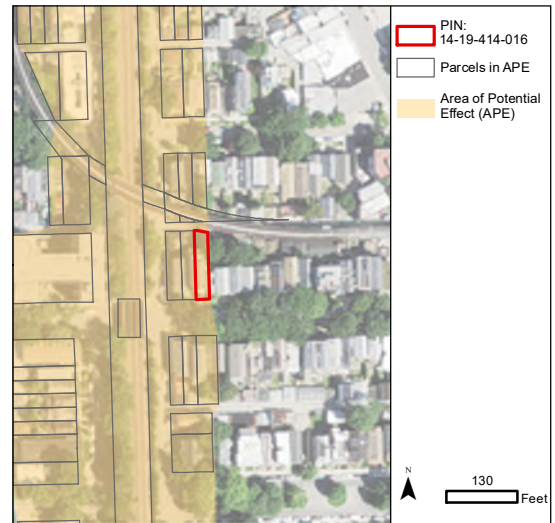
Front façade



Photo by KPa 08/05/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. The porch has been modified. The windows have been replaced and the building have been re-sided. All character defining details have been removed.

Property Information

Address 1726 W ROSCOE ST
Number of Stories 4
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

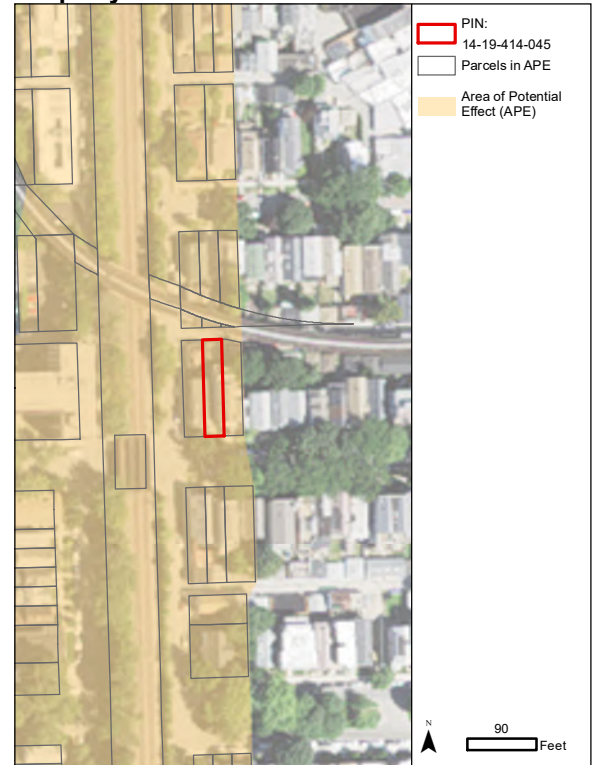
Front façade



Photo by KPa 08/05/2021

Front façade

Property Location



Property Information

Address 3352 N RAVENSWOOD AVE
Number of Stories 2.5
Construction Date 2005
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/03/2021

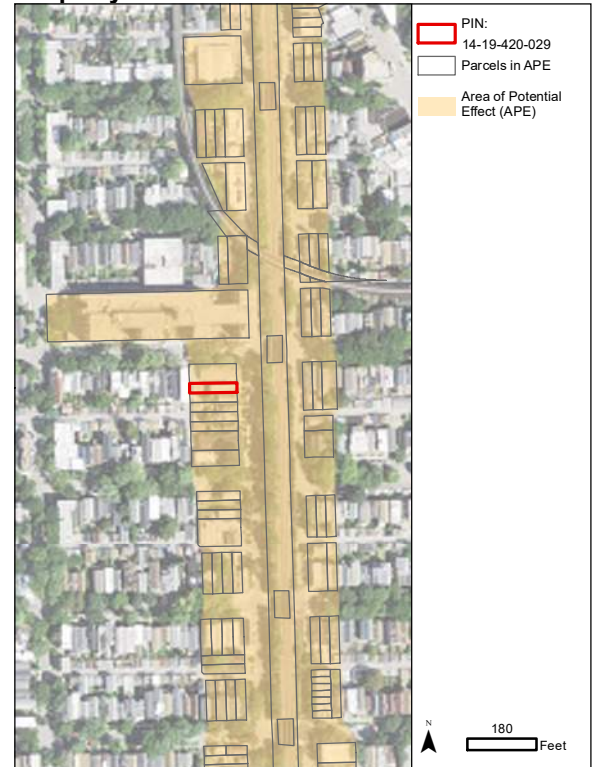
Front façade



Photo by KPa 08/03/2021

Side view

Property Location



Property Information

Address 3350 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1896
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/03/2021

Front façade



Photo by KPa 08/03/2021

Architectural detail

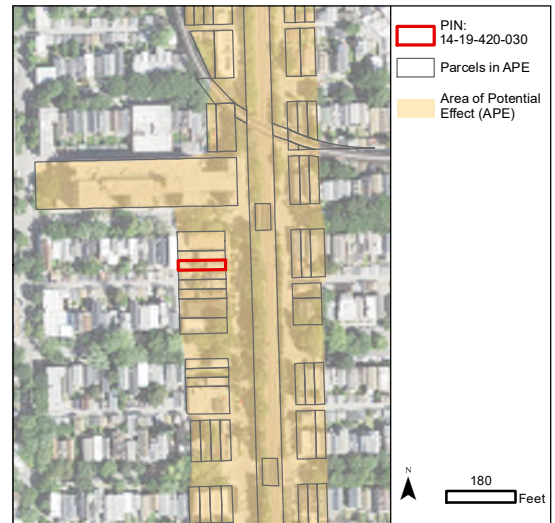
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Brick
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Wood, Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Skylights
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Architectural details include decorative porch columns and railings.

Property Information

Address 3348 N RAVENSWOOD AVE
 Number of Stories 1.5
 Construction Date 1905
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/03/2021

Front façade



Photo by KPa 08/03/2021

Front façade

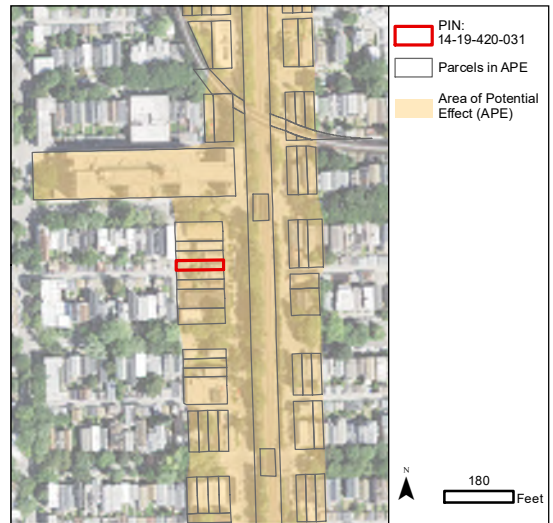
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Brick
 Wall Mat. Brick, Vinyl Siding, Perma-brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features Open Porch

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The addition of pop-ups is partially visible from the row.

Property Information

Address 3344 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/03/2021

Front façade



Photo by KPa 08/03/2021

Front façade

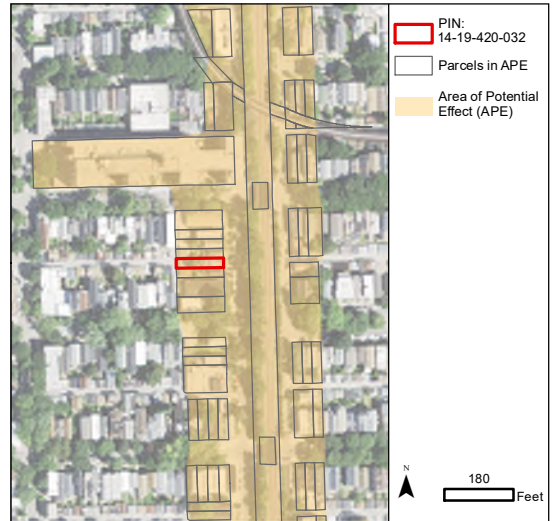
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Wood Shingle
 Window Type Bay, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Skylights
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. All the character defining details have been removed. The building has been re-sided and the windows have been replaced. Some window openings have been modified. The building has cross gable roof with fish scale siding at the front gable.

Property Information

Address 3342 N RAVENSWOOD AVE
Number of Stories 2.5
Construction Date 2016
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/03/2021

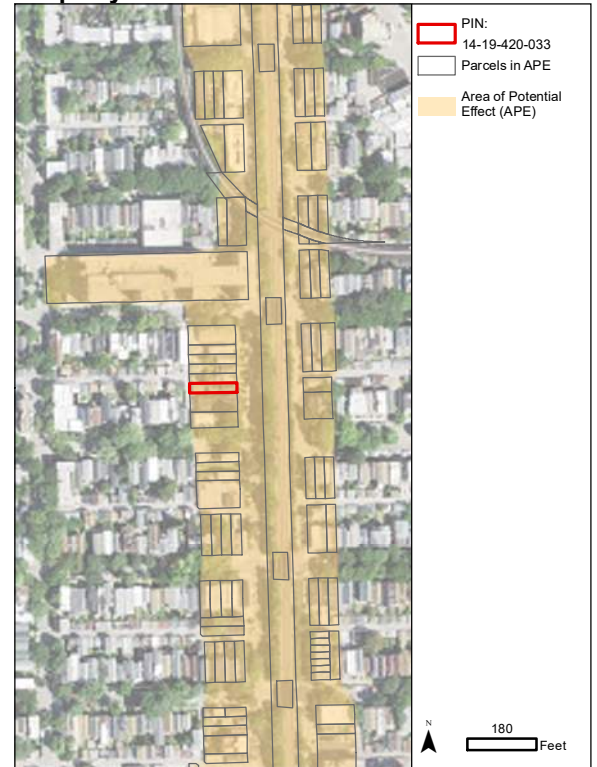
Front façade



Photo by KPa 08/03/2021

Side view

Property Location



Property Information

Address 3338-3340 NORTH RAVENSWOOD AVENUE
 Number of Stories 1
 Construction Date 1950
 Design/Builder Unknown
 Current Use Business
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Utilitarian

Found. Mat. Stone
 Wall Mat. Stone, Brick
 Window Type Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Cornice/Belt Course, Parapet, Ornamental Masonry



Photo by KPa 08/03/2021

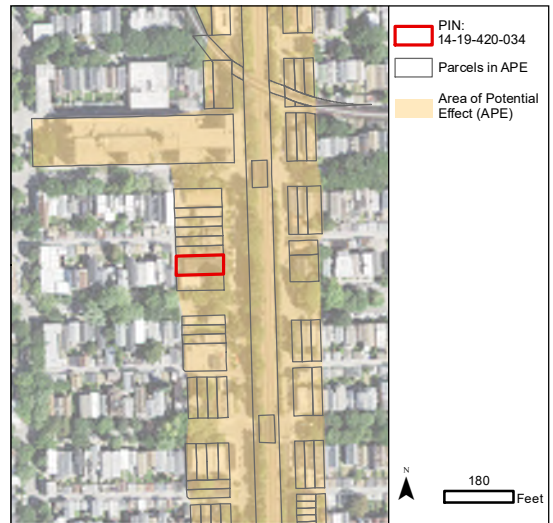
Front façade



Photo by KPa 08/03/2021

Front façade

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining details include limestone belt course and decorative masonry.

Property Information

Address 3332 N RAVENSWOOD AVE
 Number of Stories 1
 Construction Date 1905
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/03/2021

Front façade



Photo by KPa 08/03/2021

Side view

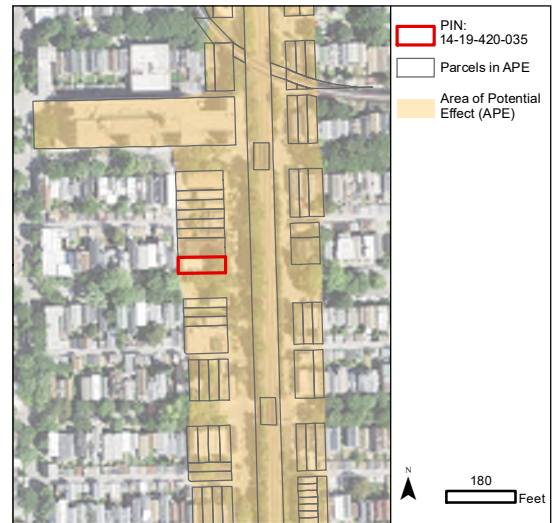
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Brick
 Wall Mat. Stone, Brick
 Window Type Double-hung, Bay, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions None
 Features Parapet

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Architectural details include the limestone sill and lintel and decorative bay on 2nd floor.

Property Information

Address 1801-1811 WEST ROSCOE STREET
Number of Stories 2.5
Construction Date 1990
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/03/2021

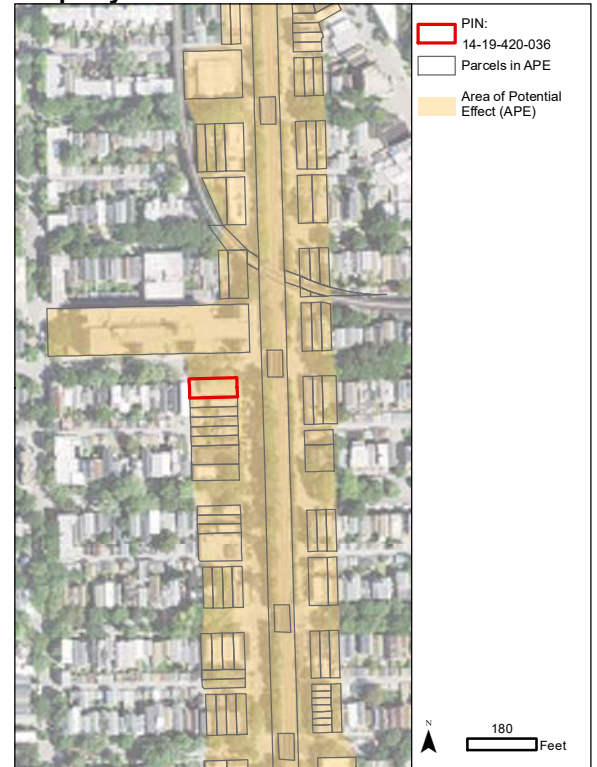
Front façade



Photo by KPa 08/03/2021

Side view

Property Location



Property Information

Address 3324 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Brick
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Fixed, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Rear, Pop-up
 Features Open Porch



Photo by KPa 08/12/2021

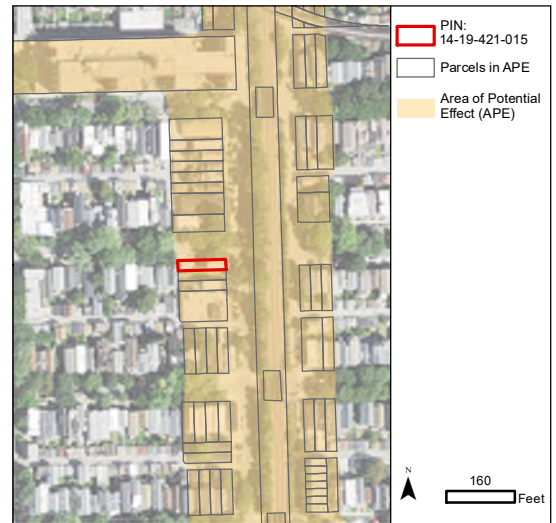
Side view



Photo by KPa 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The addition of the pop-up is visible from the row. Windows and siding have been replaced. Some character defining features include dentil ornamentation on second floor and fish scale siding on the gable.

Property Information

Address 1808 W SCHOOL ST
 Number of Stories 2
 Construction Date 1896
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch



Photo by KPo 08/12/2021

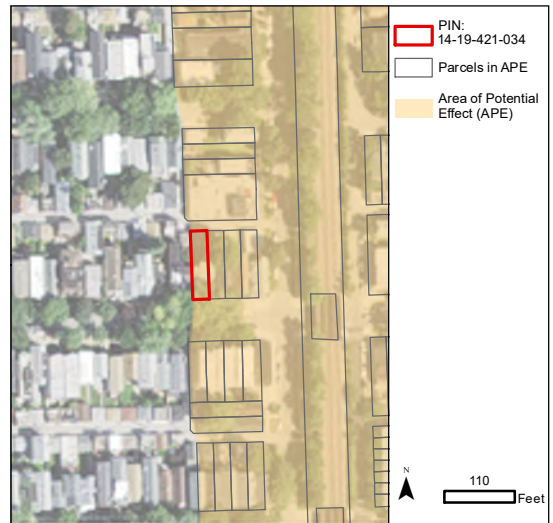
Front façade



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. The porch has been altered and partially enclosed. Windows have been replaced and some openings have been modified.

Property Information

Address 1806 W SCHOOL ST
 Number of Stories 2.5
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes Italianate wooden details, cast iron porch railings
 Arch. Style Italiante
 Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch, Ornamental Wood Trim



Photo by KPo 08/12/2021

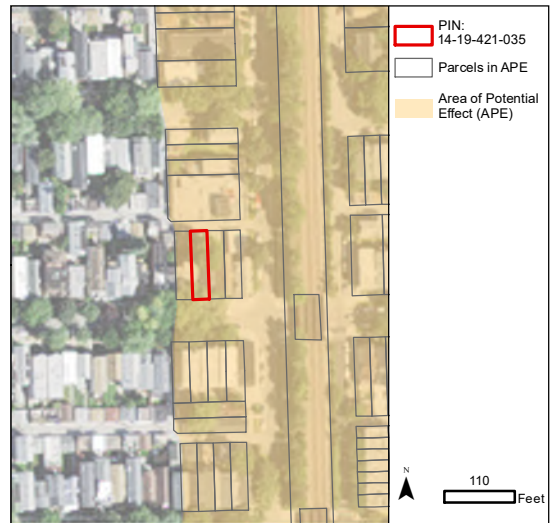
Architectural detail



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Some character defining features include the highly decorative porch and decorative window hoods. The siding and windows have been replaced.

Property Information

Address 1802 W SCHOOL ST
 Number of Stories 2.5
 Construction Date 1894
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Front façade

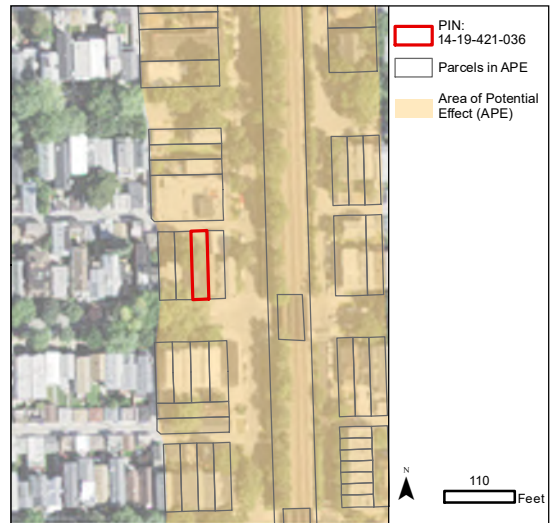
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Italiante

Found. Mat. Not Visible
 Wall Mat. Stone, Vinyl Siding
 Window Type Double-hung, Bay, Fixed, Stained Glass
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch, Ornamental Wood Trim

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Italianate details at the base of porch roof and on the base of the gable. Windows have been replaced.

Property Information

Address 1800 W SCHOOL ST
 Number of Stories 3
 Construction Date 1919
 Design/Builder Unknown
 Current Use Residence
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Wood Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Turret/Oriel



Photo by KPo 08/12/2021

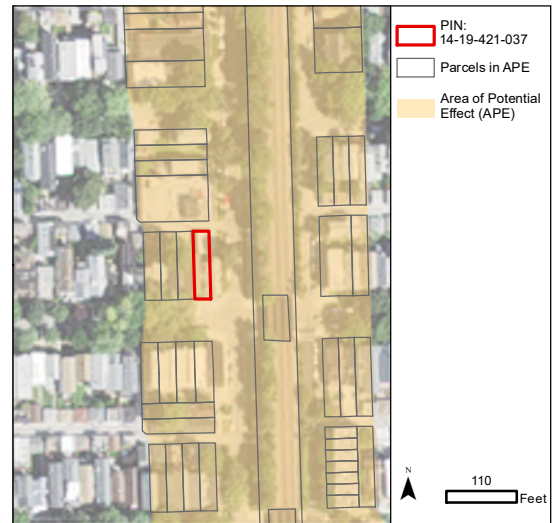
Front façade



Photo by KPo 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: 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. The exterior materials have been altered and windows have been replaced. Some window openings have been modified. Character defining feature includes the turret at the corner of the building.

Property Information

Address 3312 NORTH RAVENSWOOD AVENUE
 Number of Stories 1
 Construction Date 1918
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Architectural detail

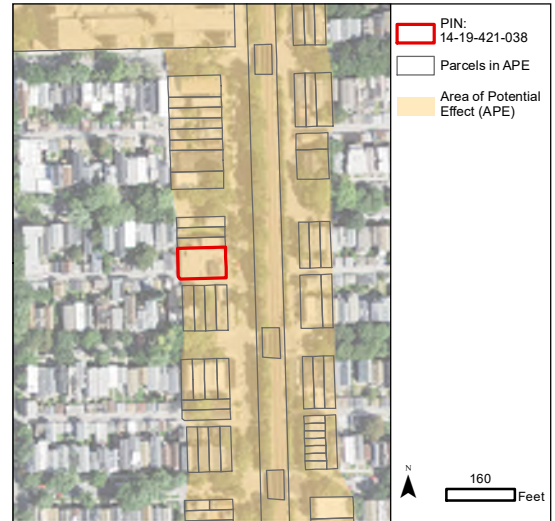
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Ornamental Masonry

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Windows have been replaced. Modifications have been made to the entryway.

Property Information

Address 3320 NORTH RAVENSWOOD AVENUE
 Number of Stories 2
 Construction Date 1927
 Design/Builder Unknown
 Current Use Business
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions Second Floor
 Features None



Photo by KPo 08/12/2021

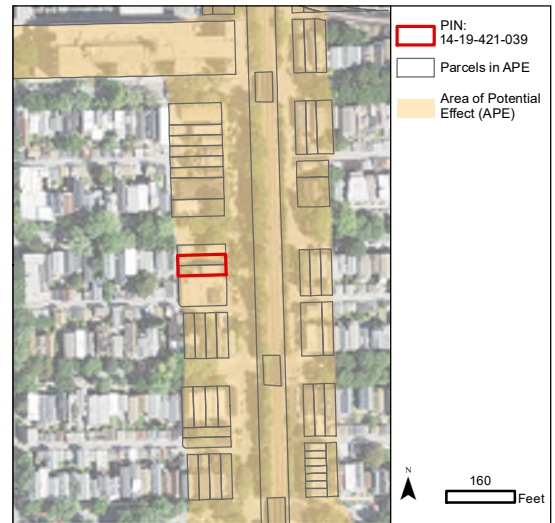
Side view



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. The addition on 2nd floor is visible from the public row.

Property Information

Address 1757 W ROSCOE ST
 Number of Stories 3
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/05/2021

Front façade



Photo by KPa 08/05/2021

Side view

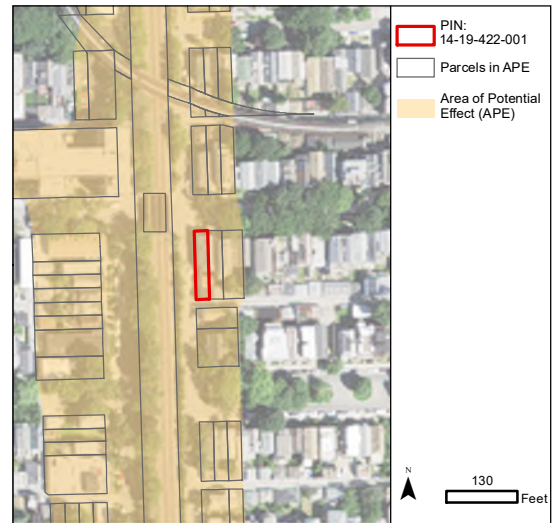
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Bay, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear
 Features Open Porch, Ornamental Wood Trim

Property Location



PIN: 14-19-422-001
 Parcels in APE
 Area of Potential Effect (APE)

N
 130 Feet

Eligibility Assessment Notes: 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. Character defining details include decorative bay and 3rd floor window hoods with brackets. The window hoods on the first and second floor windows have been removed. Windows have been replaced. The building has been re-sided.

Property Information

Address 3345 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1896
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear
 Features None



Photo by KPa 08/05/2021

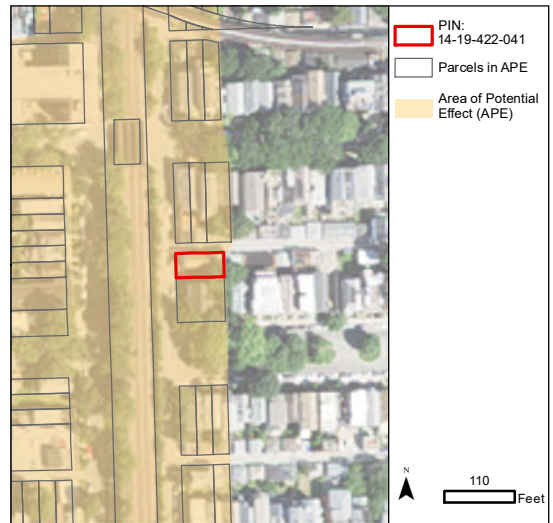
Front façade



Photo by KPa 08/05/2021

Side view

Property Location



Eligibility Assessment Notes: 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. All character defining details have been removed excluding the fish scale shingles on gable. The windows have been replaced and the building has been re-sided.

Property Information

Address 1756 W HENDERSON ST
 Number of Stories 2.5
 Construction Date 1924
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/05/2021

Front façade



Photo by KPa 08/05/2021

Side view

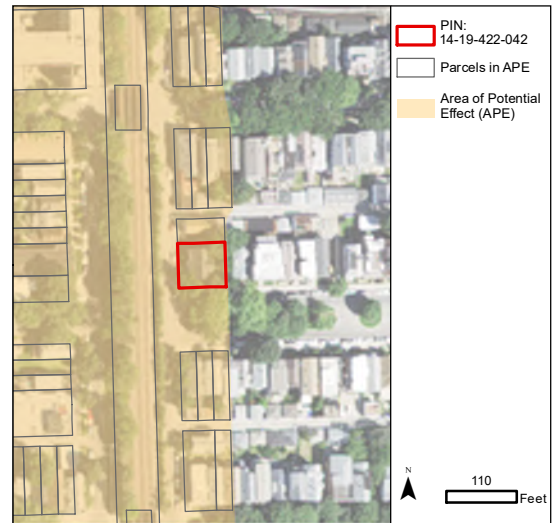
Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Queen Anne

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Bay, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. Character defining Queen Anne details include the wrap around porch, cross gable and bay on side. The windows have been replaced. The porch has been modified and the building has been re-sided.

Property Information

Address 1755 W ROSCOE ST
Number of Stories 3.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

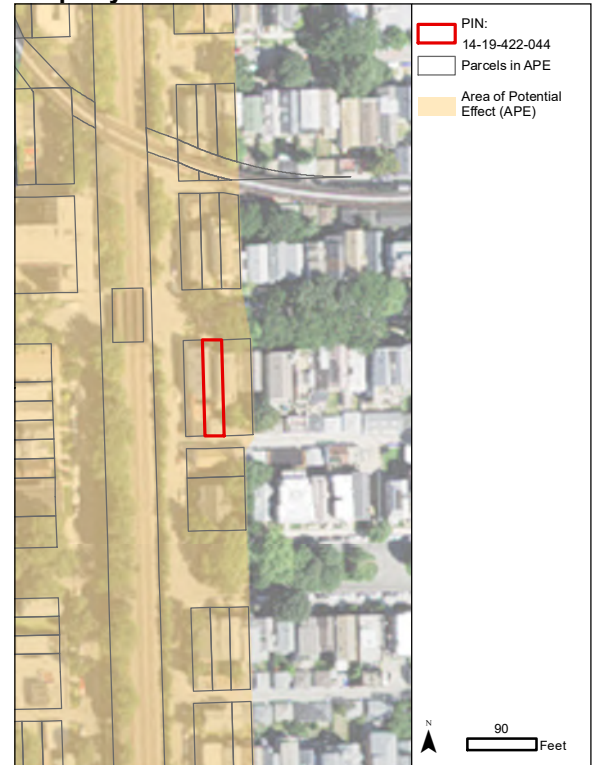
Front façade



Photo by KPa 08/05/2021

Side view

Property Location



Property Information

Address 1751 W ROSCOE ST
Number of Stories 3.5
Construction Date 2019
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/05/2021

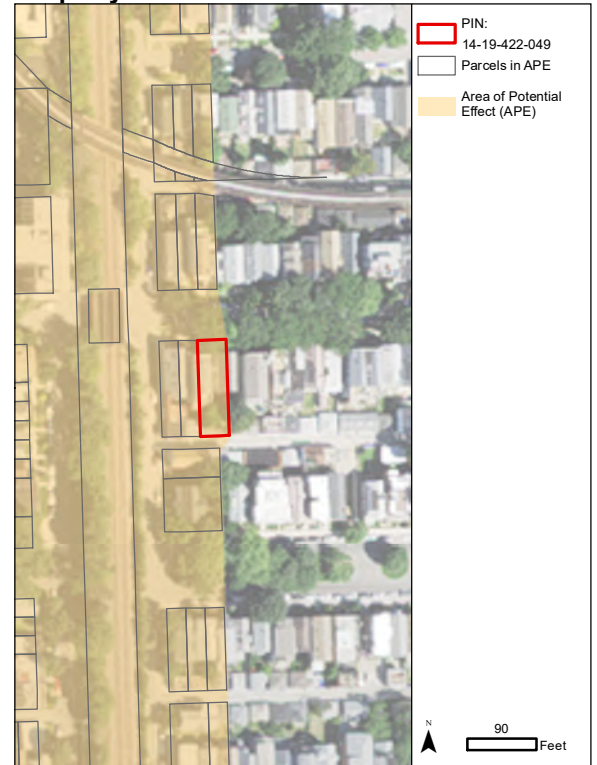
Front façade



Photo by KPa 08/05/2021

Side view

Property Location



Property Information

Address 1757 W HENDERSON ST
 Number of Stories 2
 Construction Date 1954
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Side view

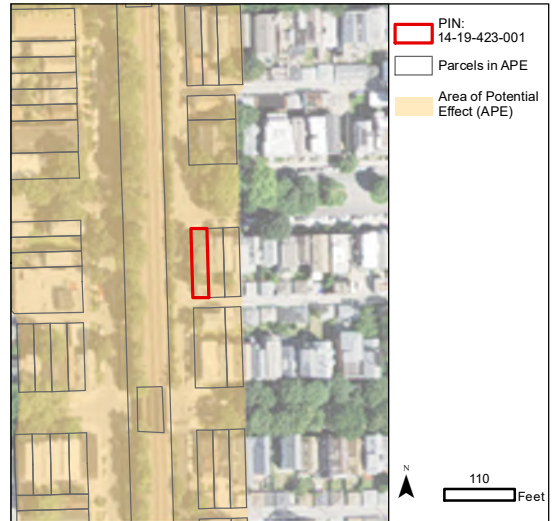
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Carriage House
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. The porch appears to have been modified. The addition of pop-ups is visible from the row and all character defining architectural details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 1755 W HENDERSON ST
 Number of Stories 3
 Construction Date 1891
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Brick
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Bay, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features



Photo by KPa 08/12/2021

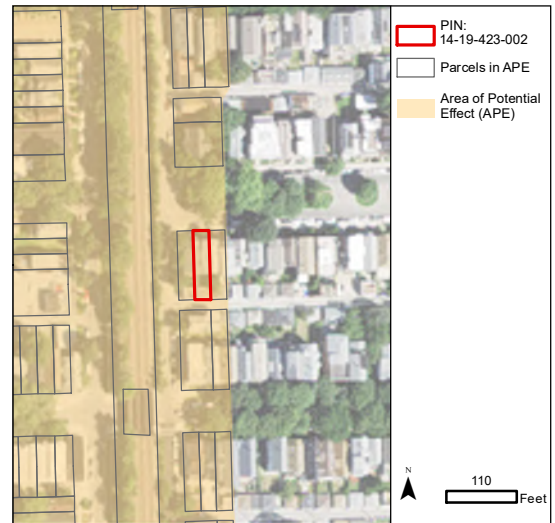
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: 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. The building is a multi family residential building. All character defining architectural details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 1753 W HENDERSON ST
 Number of Stories 2.5
 Construction Date 1910
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Four Square

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay, Casement, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Hipped
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features Open Porch



Photo by KPa 08/12/2021

Front façade

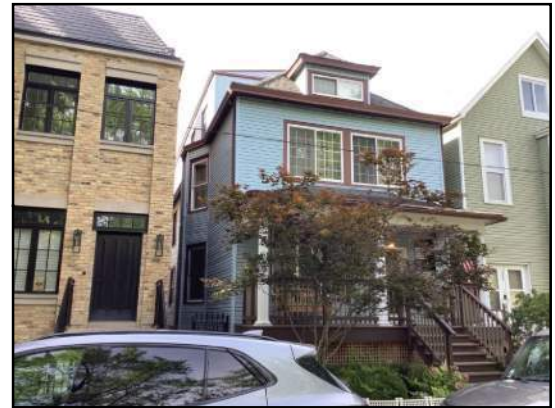
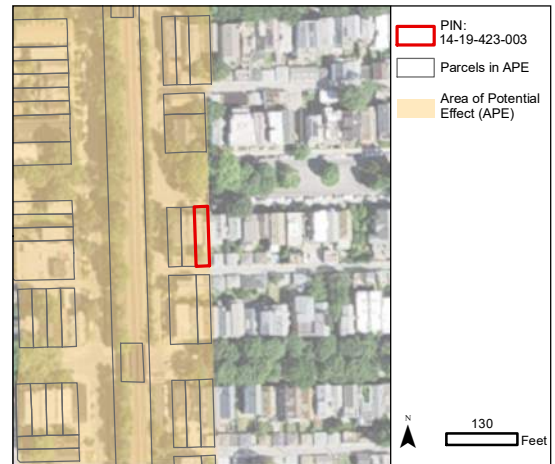


Photo by KPa 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Porch columns appear to be historic. The addition of the dormers are visible from the row.

Property Information

Address 3311 N Ravenswood Ave
 Number of Stories 2.5
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Side view



Photo by KPa 08/12/2021

Rear view

Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Italiante

Found. Mat. Concrete Block
 Wall Mat. Perma-stone, Perma-brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear
 Features Open Porch, Cornice/Belt Course

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include dentil cornice with paired brackets and decorative window and door openings. The building materials have been altered and windows have been replaced.

Property Information

Address 1756 W SCHOOL ST
 Number of Stories 2.5
 Construction Date 1905
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Front façade



Photo by KPa 08/12/2021

Side view

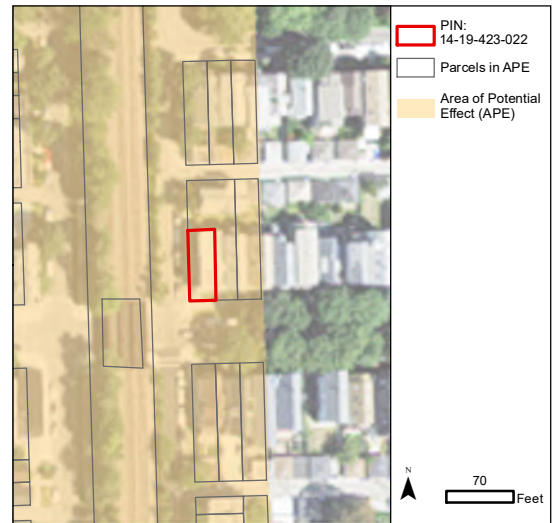
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Two-flat

Found. Mat. Stone
 Wall Mat. Stone, Brick
 Window Type Double-hung, Bay, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Flat
 Roof Features Chimney
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Open Porch, Cornice/Belt Course, Parapet

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include metal cornice with dentil details and lime stone belt course on second floor and limestone sill and lintel.

Property Information

Address 1756 W SCHOOL ST
 Number of Stories 3
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Front façade



Photo by KPa 08/12/2021

Architectural detail

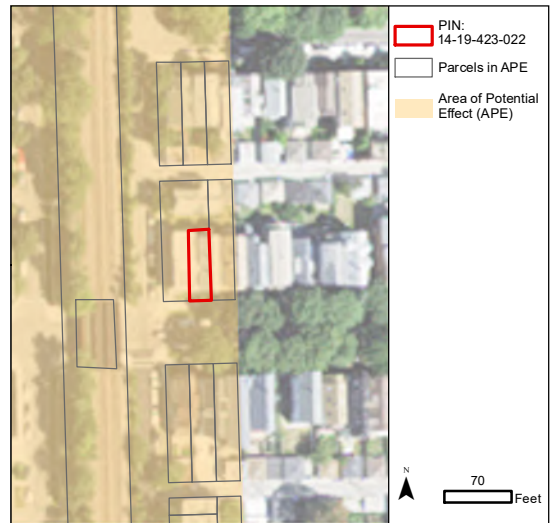
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete Block
 Wall Mat. Vinyl Siding, Asphalt Shingle
 Window Type Double-hung, Bay, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Cedar Shakes
 Outbuildings None
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include decorative wooden entryway and window openings and the wooden columns on second floor appear to be historic.

Property Information

Address 1752 W SCHOOL ST
 Number of Stories 3
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Front façade

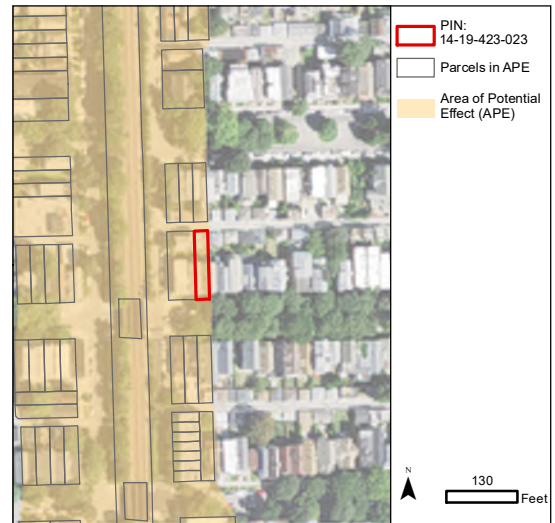
Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Wood, Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features None

Property Location



Eligibility Assessment Notes: 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. All character defining architectural details have been removed. The building has been re-sided and the windows have been replaced.

Property Information

Address 1809 W SCHOOL ST
 Number of Stories 3
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Front façade



Photo by KPa 08/12/2021

Front façade

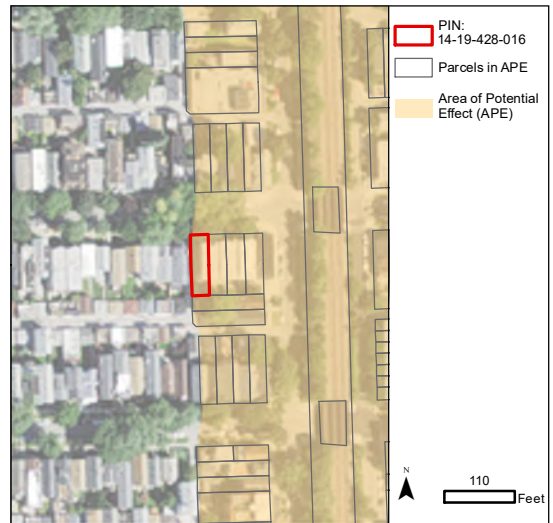
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Romanesque Revival

Found. Mat. Brick
 Wall Mat. Stone, Brick
 Window Type Double-hung, Bay, Sliding
 Window Mat. Wood, Aluminum
 Door Mat. Wood, Glass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Open Porch, Cornice/Belt Course, Parapet, Turret/Oriel

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The building is a multiple-family residence. Character defining Romanesque Revival features include rusticated limestone facade with a decorative wooden porch with brackets and columns. The wooden porch appears to be replaced in kind and windows have been replaced.

Property Information

Address 1807 W SCHOOL ST
 Number of Stories 3
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Romanesque Revival

Found. Mat. Not Visible
 Wall Mat. Stone, Brick
 Window Type Double-hung, Fixed, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Open Porch, Cornice/Belt Course, Parapet



Photo by KPa 08/12/2021

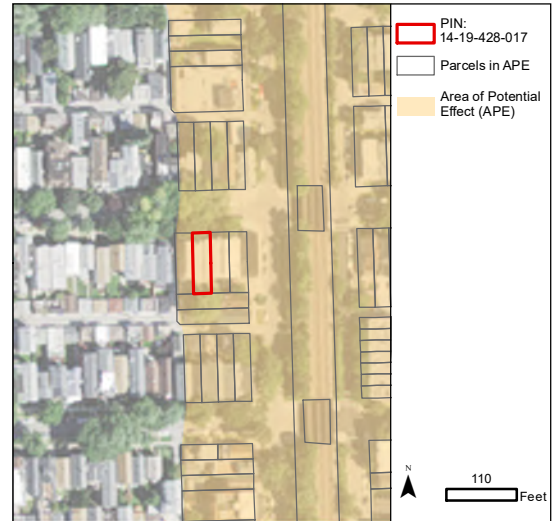
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The building is a multiple-family residence. Character defining Romanesque Revival features include rusticated limestone facade with a decorative wooden porch with brackets and columns. Semi circular window hood with pressed ornamentation above 3rd floor window on rectangular bay. The wooden porch appears to be replaced in kind and windows have been replaced.

Property Information

Address 1805 W SCHOOL ST
 Number of Stories 3
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Side view



Photo by KPa 08/12/2021

Front façade

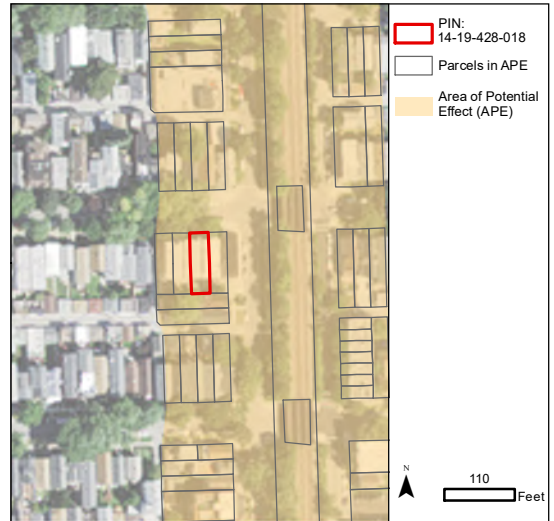
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Romanesque Revival

Found. Mat. Brick
 Wall Mat. Stone, Brick
 Window Type Double-hung, Bay, Fixed, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Open Porch, Cornice/Belt Course, Parapet

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The building is a multiple-family residence. Character defining Romanesque Revival features include rusticated limestone facade with a cast iron cornice and decorative wooden porch with brackets and columns. The wooden porch appears to be replaced in kind and windows have been replaced.

Property Information

Address 1801 W SCHOOL ST
 Number of Stories 3
 Construction Date 1913
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete
 Wall Mat. Stone, Brick, Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Open Porch, Cornice/Belt Course



Photo by KPa 08/12/2021

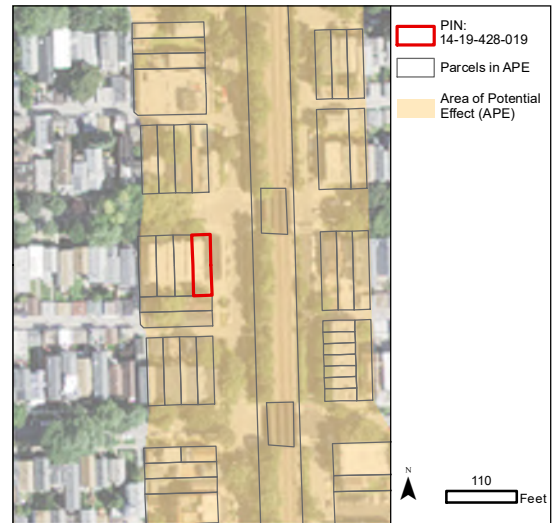
Side view



Photo by KPa 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. The historic cornice has been removed. Character defining features include limestone belt course and sills and cast iron columns at porch.

Property Information

Address 3248 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Front façade

Building Details

Integrity: Good Condition: Good
 Notes Italianate details at porch and windows

Arch. Style Cottage

Found. Mat. Not Visible

Wall Mat. Stucco

Window Type Double-hung

Window Mat. Vinyl/Fiberglass

Door Mat. Metal

Roof Type Front Gable

Roof Features Dormer

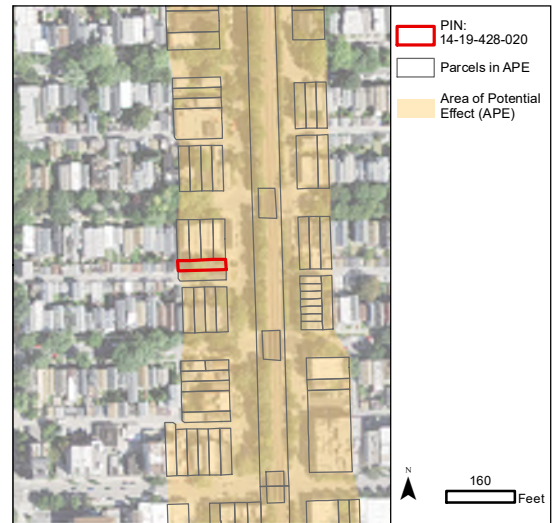
Roof Material Asphalt Shingles

Outbuildings Garage

Additions None

Features Open Porch, Ornamental Wood Trim

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include the highly ornamented porch and railings and window hoods. The siding on the side facade of the building and windows have been replaced.

Property Information

Address 3246 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1894
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Front façade



Photo by KPa 08/12/2021

Side view

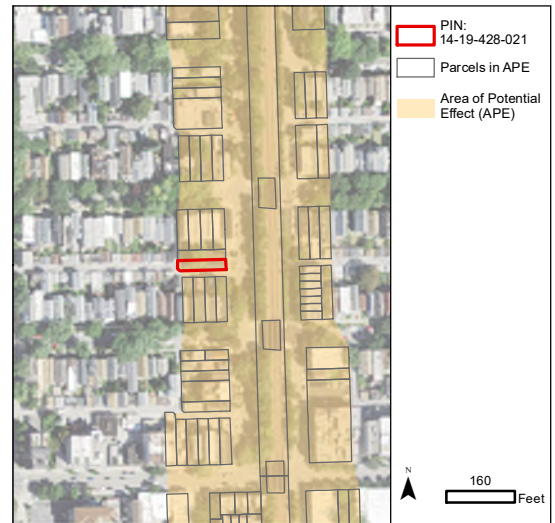
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. All character defining architectural details excluding the dentil ornamentation at porch have been removed. The exterior material of the building has been altered and windows have been replaced. Window openings have been modified.

Property Information

Address 1808 W MELROSE ST
 Number of Stories 2
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Front façade

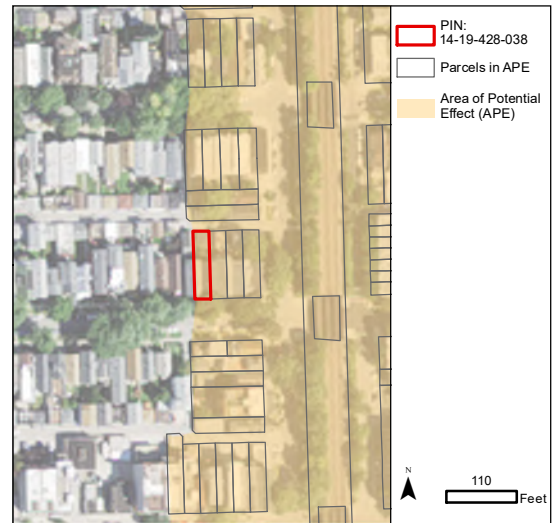
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Bungalow

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Second Floor
 Features Open Porch

Property Location



PIN: 14-19-428-038
 Parcels in APE
 Area of Potential Effect (APE)

110 Feet

Eligibility Assessment Notes: 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. The second floor has been added and not original to the building. The addition is visible from the public row. The windows and siding have been replaced.

Property Information

Address 1806 W MELROSE ST
 Number of Stories 3
 Construction Date 1892
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Front façade

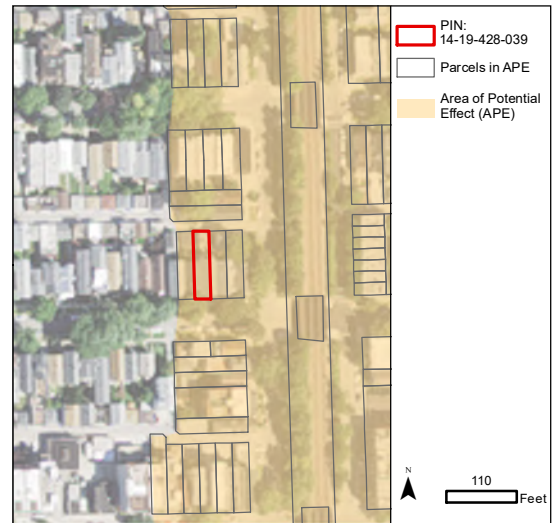
Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features None

Property Location



PIN: 14-19-428-039
 Parcels in APE
 Area of Potential Effect (APE)

110 Feet

Eligibility Assessment Notes: 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. All character defining architectural details have been removed and all original materials have been replaced.

Property Information

Address 1802 W MELROSE ST
 Number of Stories 2.5
 Construction Date 1892
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Front façade



Photo by KPa 08/12/2021

Side view

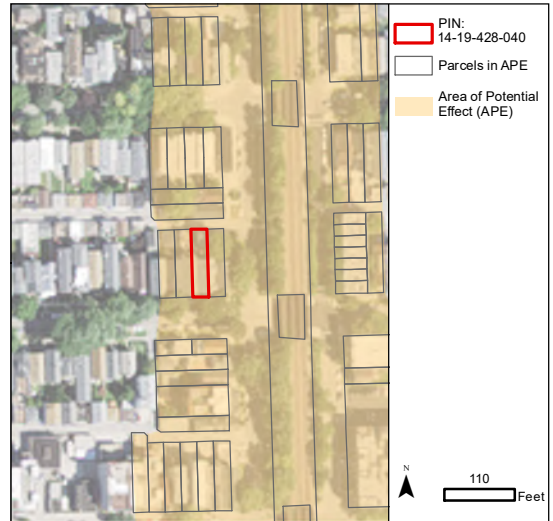
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete
 Wall Mat. Vinyl Siding, Wood Siding
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features None

Property Location



Eligibility Assessment Notes: 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. The wood siding on gable appears to be original to the building. The addition of the dormer is visible from the row. The windows have been replaced and some window openings have been modified. The porch has been altered.

Property Information

Address 1800 W MELROSE ST
Number of Stories 2.5
Construction Date 1999
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/12/2021

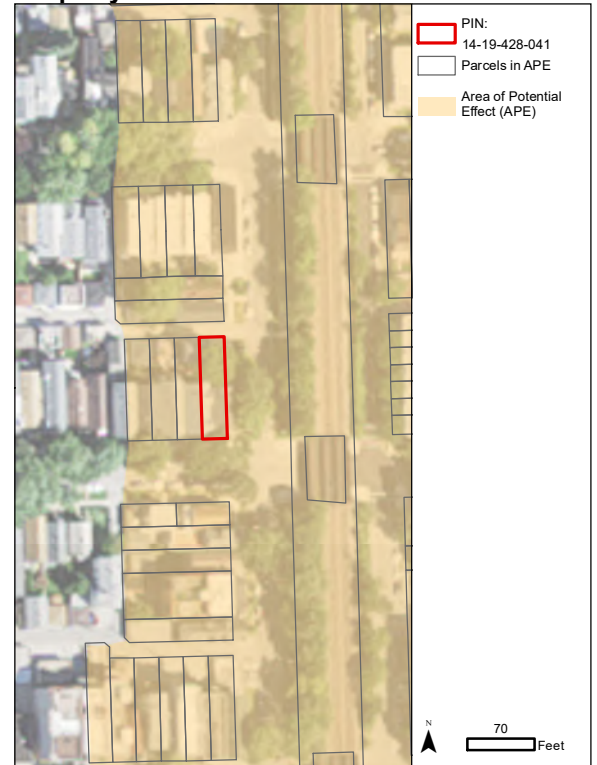
Front façade



Photo by KPa 08/12/2021

Rear view

Property Location



Property Information

Address 1757 W SCHOOL ST
 Number of Stories 3
 Construction Date 1885
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Excellent
 Notes Heavily renovated

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick, Wood Siding
 Window Type Casement
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Front, Rear, Pop-up
 Features None



Photo by KPo 08/12/2021

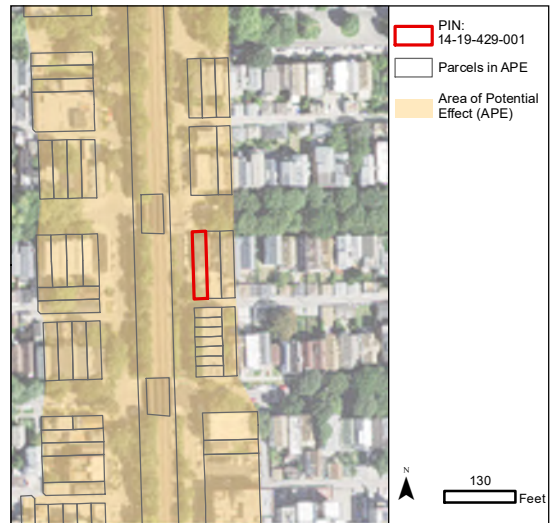
Front façade



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. The exterior materials of the buildings have been altered. The addition of the pop-ups are visible from the row and the windows have been replaced.

Property Information

Address 1755 W SCHOOL ST
 Number of Stories 2.5
 Construction Date 1905
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Front façade

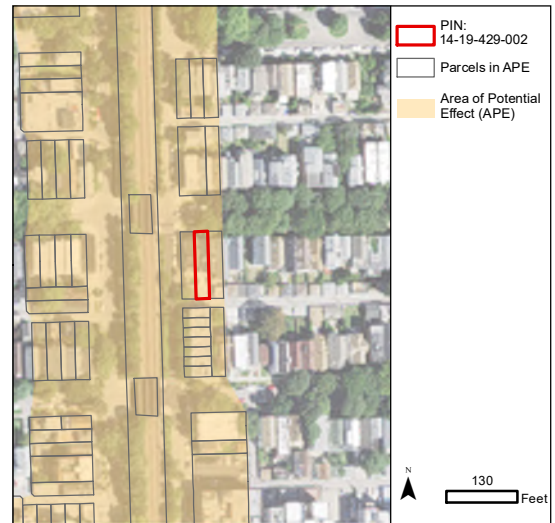
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features None

Property Location



PIN: 14-19-429-002
 Parcels in APE
 Area of Potential Effect (APE)

130 Feet

Eligibility Assessment Notes: 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. The windows have been replaced. The building has been resided. The porch has been modified and the bay appears to have been altered.

Property Information

Address 1753 W SCHOOL ST
Number of Stories 2
Construction Date 2013
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/12/2021

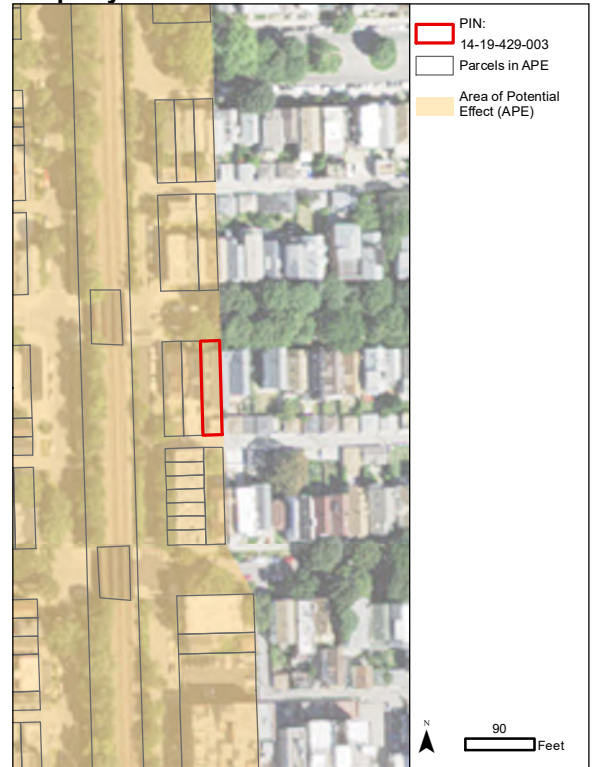
Front façade



Photo by KPo 08/12/2021

Front façade

Property Location



Property Information

Address 1752 W MELROSE ST
 Number of Stories 2.5
 Construction Date 1881
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch



Photo by KPo 08/12/2021

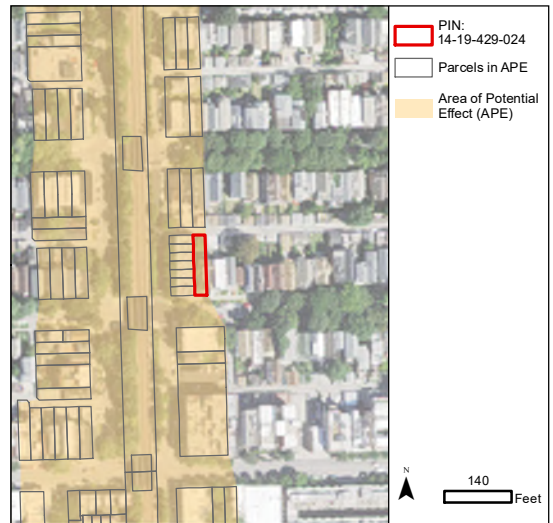
Front façade



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All exterior materials have been altered. The windows have been replaced. All character defining architectural details have been removed.

Property Information

Address 3233-45 N RAVENSWOOD AVE
Number of Stories 3
Construction Date 1997
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/12/2021

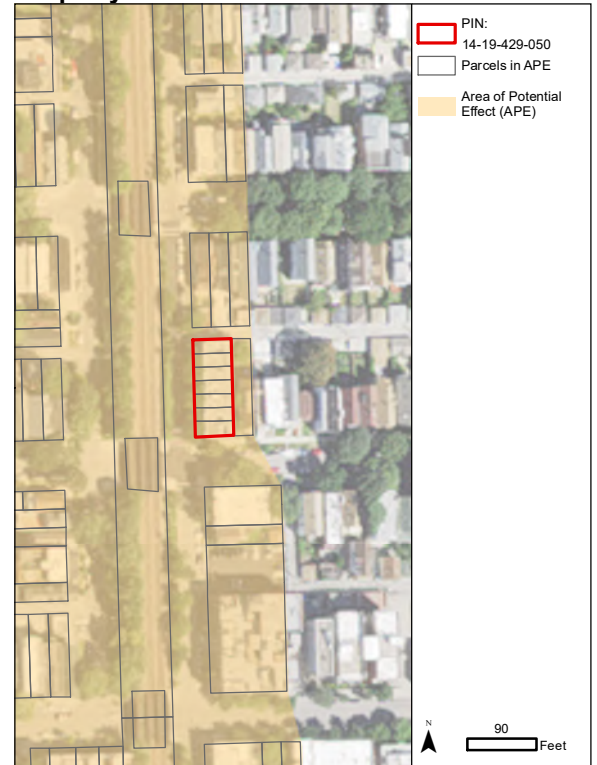
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Property Information

Address 1809 W MELROSE ST
 Number of Stories 3
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Side view



Photo by KPa 08/12/2021

Side view

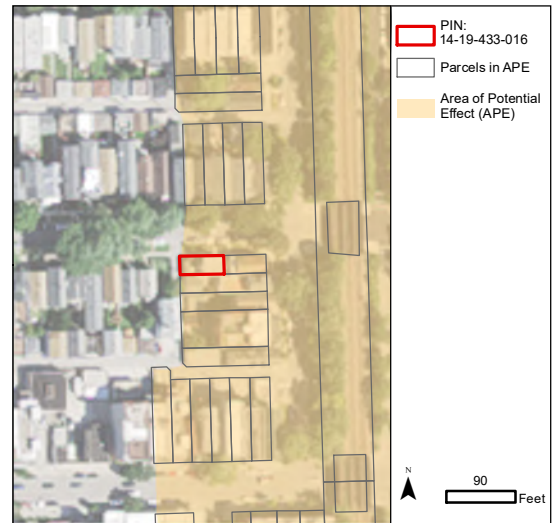
Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear, Pop-up
 Features None

Property Location



Eligibility Assessment Notes: 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. Window openings have been reconfigured. The addition of the pop-up is visible from the row. The siding has also been altered.

Property Information

Address 3224 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



Photo by KPo 08/12/2021

Side view

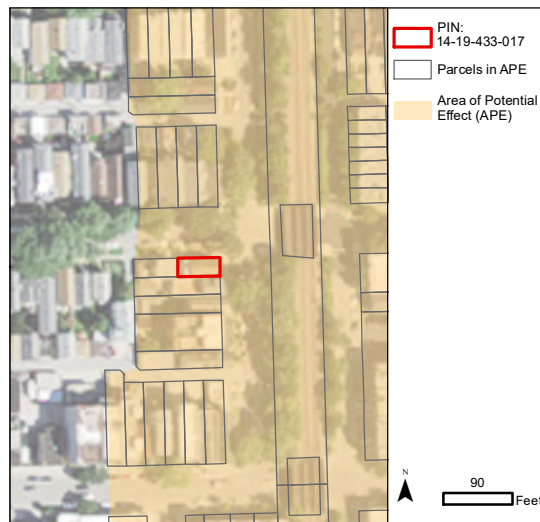
Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch

Property Location



Legend:
 [Red Box] PIN: 14-19-433-017
 [White Box] Parcels in APE
 [Yellow Box] Area of Potential Effect (APE)

Scale: 90 Feet
 North Arrow

Eligibility Assessment Notes: 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. All character defining architectural details have been removed. The siding and windows have been replaced and the porch is modified.

Property Information

Address 3222 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Stucco
 Window Type Casement
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features None



Photo by KPo 08/12/2021

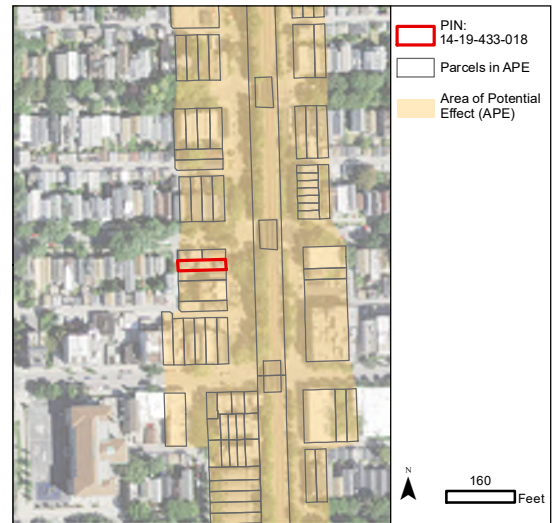
Front façade



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All exterior materials of the building have been altered. The windows have been replaced and porch has been removed. The addition of the pop-up is visible from the row.

Property Information

Address 3220 N RAVENSWOOD AVE
 Number of Stories 2.5
 Construction Date 1892
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/12/2021

Front façade



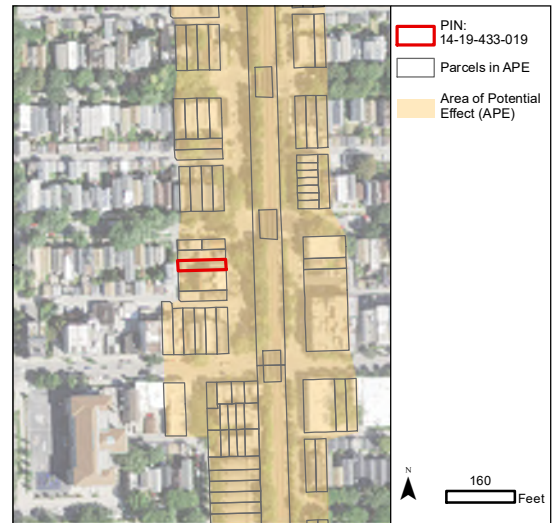
Photo by KPo 08/12/2021

Architectural detail

Building Details

Integrity: Fair Condition: Poor
 Notes Siding type is transite (asbestos) shingles not asphalt
 Arch. Style Victorian-era
 Found. Mat. Not Visible
 Wall Mat. Perma-stone, Asphalt Shingle
 Window Type Double-hung, Bay
 Window Mat. Wood, Steel
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. The exterior materials of the building have been altered. The windows have been replaced and the porch has been modified. The single brackets on each end of the primary facade on the second floor appear to be historic.

Property Information

Address 1810 W BELMONT AVE
 Number of Stories 2.5
 Construction Date 1892
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch



Photo by KPa 08/12/2021

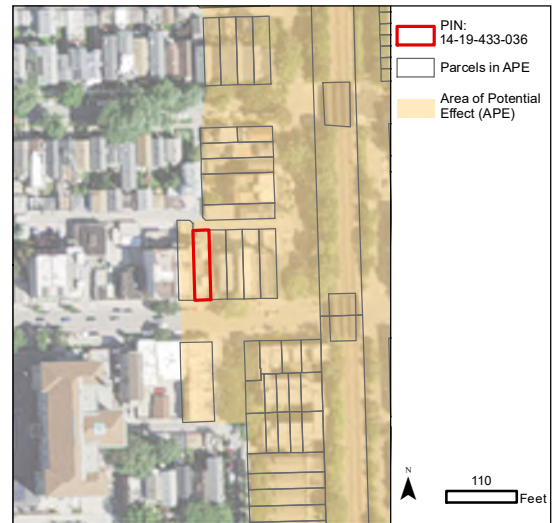
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: 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. All the character defining architectural details have been removed. The siding and windows have been replaced. The porch has been modified.

Property Information

Address 1802 W BELMONT AVE
Number of Stories 4
Construction Date 2007
Current Use Mixed Use
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/12/2021

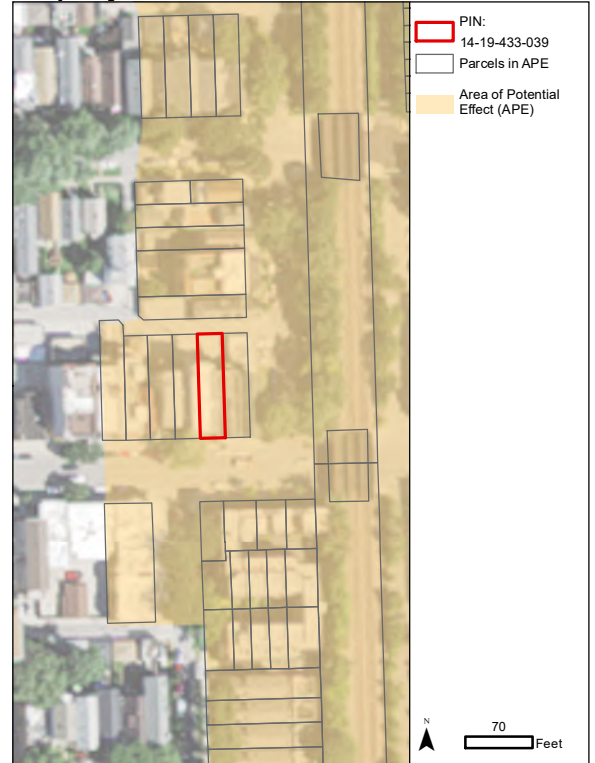
Front façade



Photo by KPa 08/12/2021

Front façade

Property Location



Property Information

Address 1800 W BELMONT AVE
 Number of Stories 2.5
 Construction Date 1925
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/12/2021

Front façade



Photo by KPa 08/12/2021

Side view

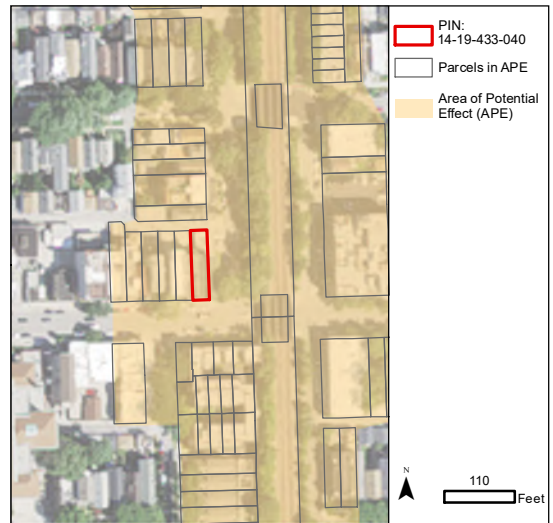
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Fixed, Casement
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Skylights
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Cornice/Belt Course

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include fish scale shingles ornamentation at gable and on side facade and sun rays ornamentation at the gable. Windows and siding have been replaced.

Property Information

Address 1808 WEST BELMONT AVENUE
 Number of Stories 3.5
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Stone
 Wall Mat. Stone, Vinyl Siding
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Pop-up
 Features Open Porch



Photo by KPa 08/12/2021

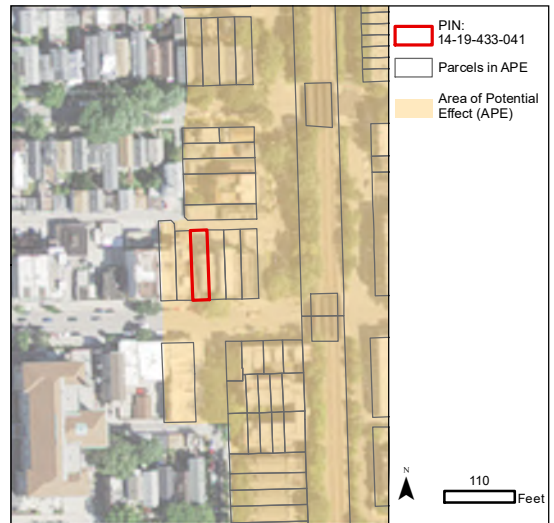
Front façade



Photo by KPa 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. The building has a rusticated limestone base. The siding and windows have been replaced. The addition of the pop-up is visible from the row.

Property Information

Address 1814 WEST BELMONT AVENUE
Number of Stories 4
Construction Date 2000
Current Use Mixed Use
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/12/2021

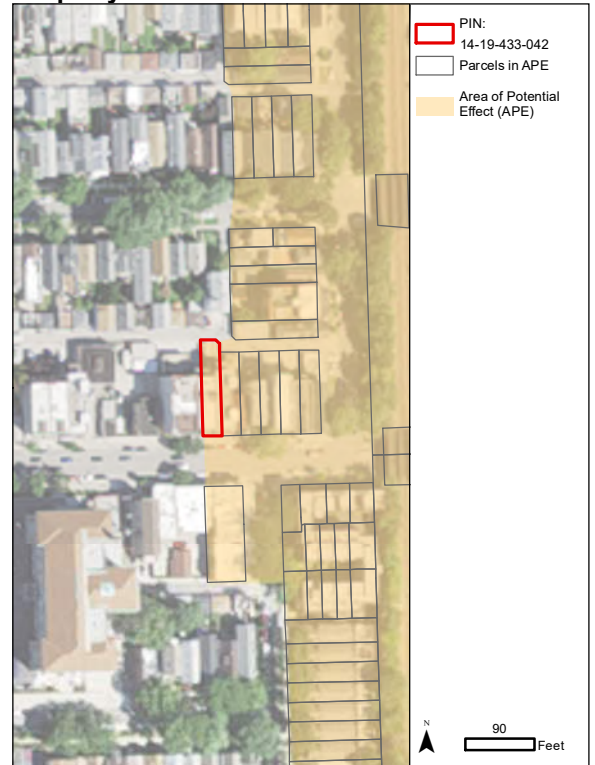
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Property Information

Address 3214-3216 NORTH RAVENSWOOD AVENUE
Number of Stories 3
Construction Date 2006
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/12/2021

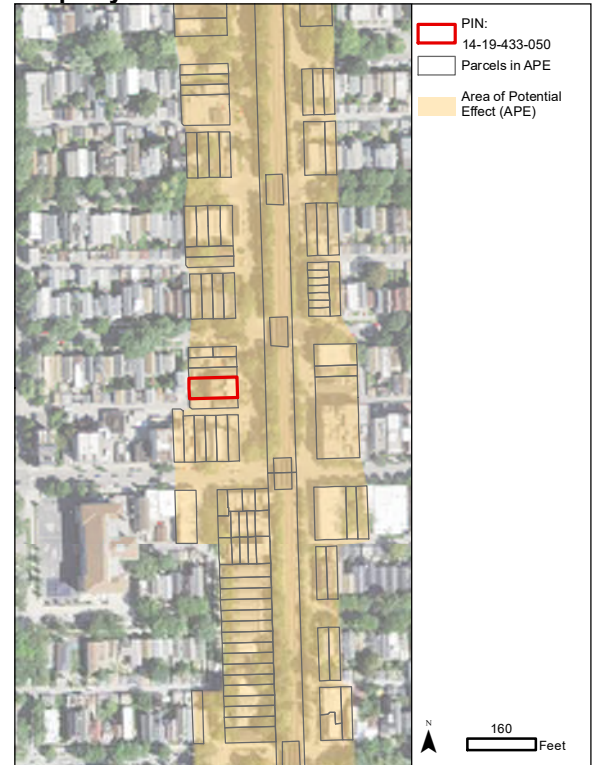
Front façade



Photo by KPo 08/12/2021

Front façade

Property Location



Property Information

Address 3212 NORTH RAVENSWOOD AVENUE
 Number of Stories 2.5
 Construction Date 1925
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Carriage House
 Additions None
 Features Cornice/Belt Course



Photo by KPo 08/12/2021

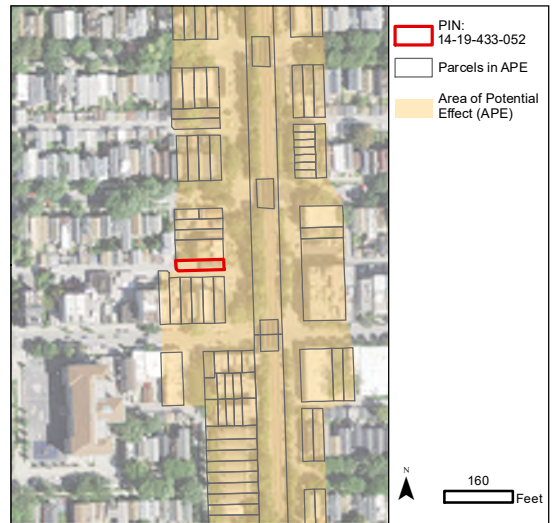
Front façade



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The character defining features include the bracketed cornice and limestone base. The first floor is clad in brick and the second floor appears to be re-sided. Windows have been replaced.

Property Information

Address 1806 W BELMONT AVE
Number of Stories 4
Construction Date 2019
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/12/2021

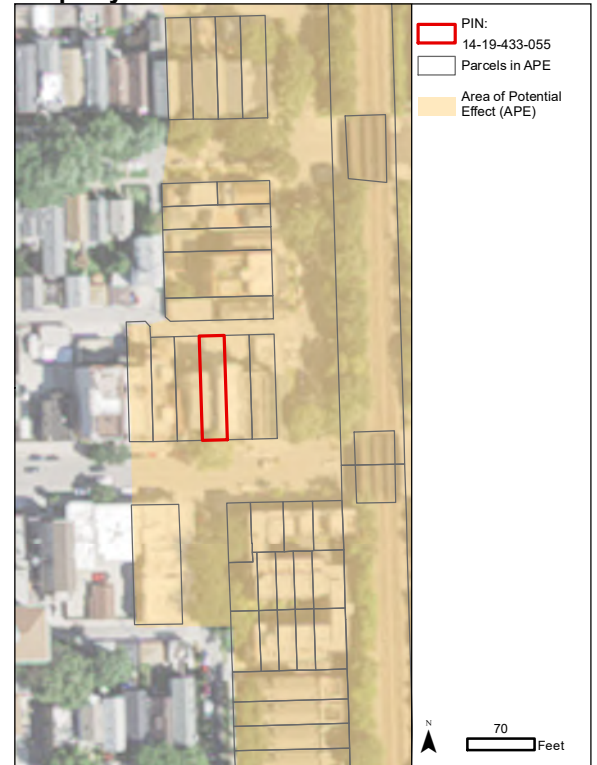
Front façade



Photo by KPa 08/12/2021

Front façade

Property Location



Property Information

Address 3221 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch



Photo by KPo 08/12/2021

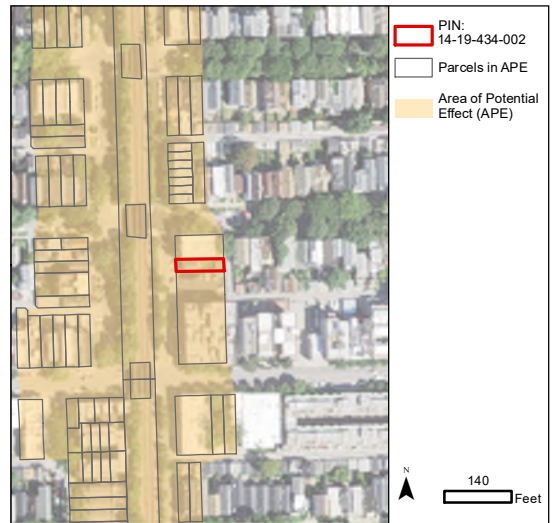
Front façade



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. All character defining architectural details have been removed. The windows have been replaced and the building has been re-sided.

Property Information

Address 3221-3223 NORTH RAVENSWOOD AVENUE
 Number of Stories 3
 Construction Date 1910
 Design/Builder Unknown
 Current Use Residence
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Brick
 Wall Mat. Stone, Brick
 Window Type Double-hung, Fixed, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Cornice/Belt Course, Parapet, Ornamental Masonry



Photo by KPa 08/12/2021

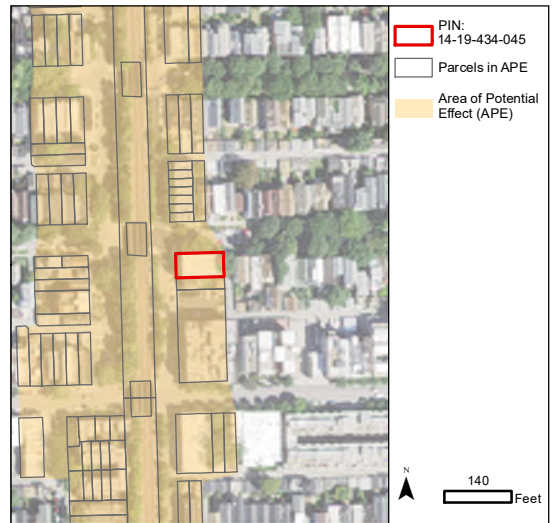
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: 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. Character defining features include ornamental brick work on the facade and cornice. The windows have been replaced and some window openings appear to have been modified.

Property Information

Address 3201 NORTH RAVENSWOOD AVENUE
 Number of Stories 4
 Construction Date 1930
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/16/2021

Front façade



Photo by KPa 08/16/2021

Side view

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Brick
 Wall Mat. Stone, Brick
 Window Type Double-hung, Glass Block, Industrial
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions Pop-up
 Features Parapet, Ornamental Wood Trim

Property Location



Eligibility Assessment Notes: 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. Addition on top floor is partially visible from public row. Architectural details include limestone entryway.

Property Information

Address 1801 W Newport Avenue
Number of Stories N/A
Construction Date N/A
Current Use Property without Structure
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/23/2021

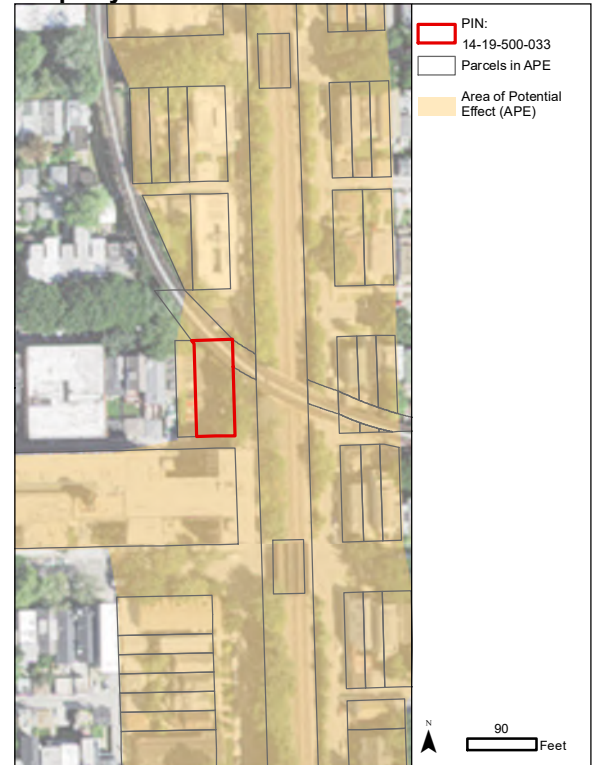
Other



Photo by KPa 08/23/2021

Other

Property Location



Property Information

Address 1806 W NEWPORT AVE
Number of Stories 1
Construction Date 2010
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Residential garage associated with 3434 N Ravenswood Avenue.



Photo by KPa 08/03/2021

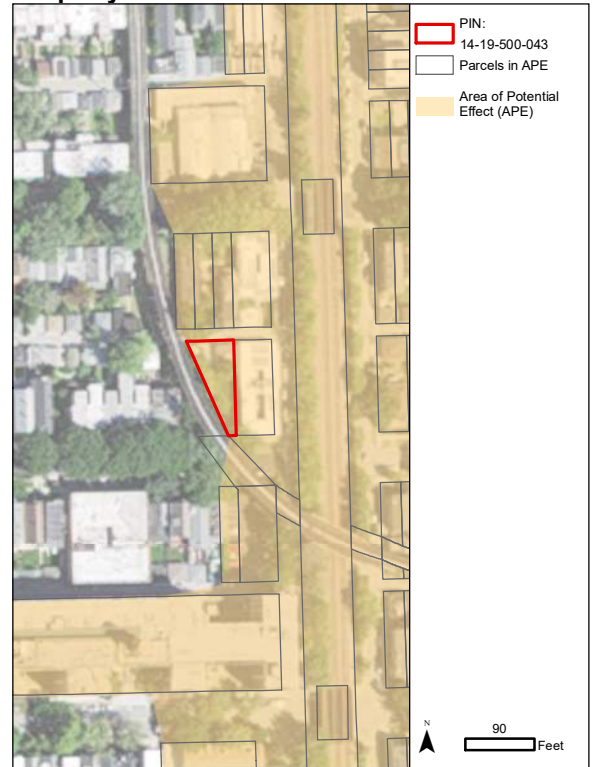
Front façade



Photo by KPa 08/03/2021

Side view

Property Location



Property Information

Address 3148-3152 NORTH HONORE STREET
 Number of Stories 2
 Construction Date 1903
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Renaissance Revival

Found. Mat. Not Visible
 Wall Mat. Brick, Wood Siding
 Window Type Double-hung, Bay, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Cornice/Belt Course, Parapet



Photo by KPa 08/12/2021

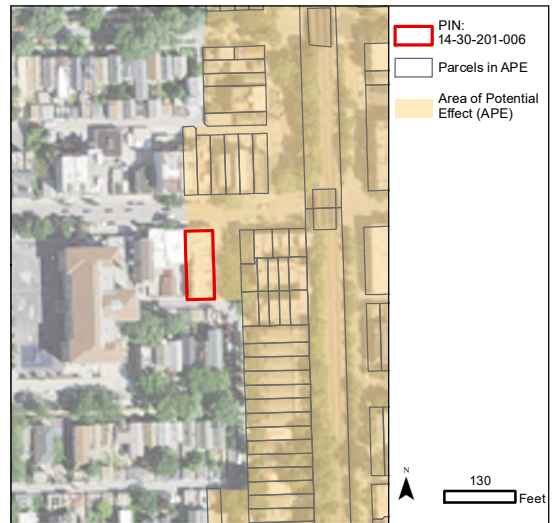
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: 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. The building retains character defining features like the cornice with dentil details and decorative bays on second floor. The storefronts have been modified and the windows have been replaced. The cornice has neo-classical influence.

Property Information

Address 3121 N HONORE ST
 Number of Stories 2
 Construction Date 1901
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

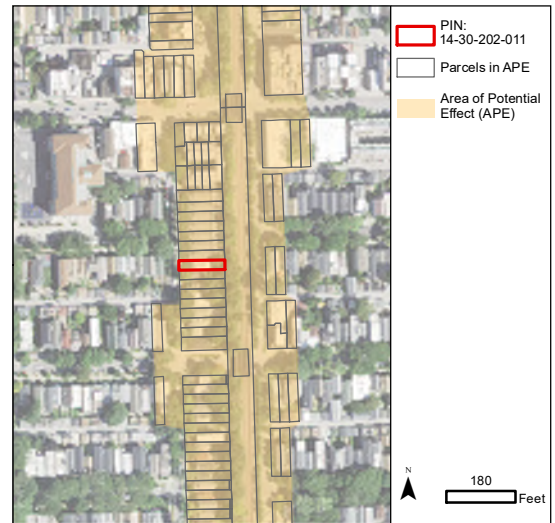
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Pop-up
 Features Open Porch

Property Location



PIN: 14-30-202-011
 Parcels in APE
 Area of Potential Effect (APE)

180 Feet

Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Windows and siding have been replaced. Character defining architectural details have been removed and addition the pop-up is visible from the row.

Property Information

Address 3119 N HONORE ST
 Number of Stories 1.5
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 09/07/2021

Front façade



Photo by KPa 09/07/2021

Front façade

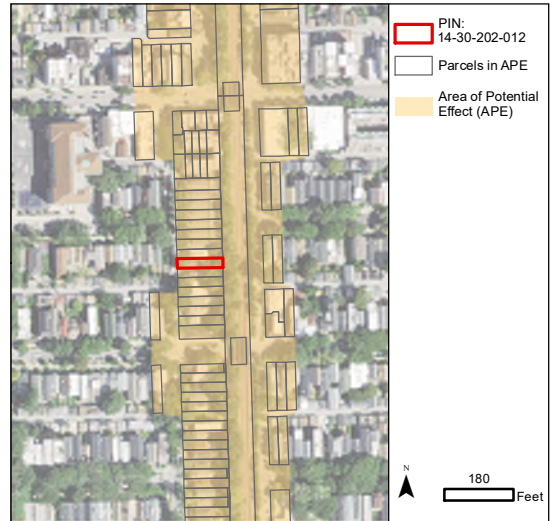
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Stucco
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Dormer, Skylights
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear, Pop-up
 Features Open Porch, Exterior Vestibule/Entry

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Some character defining unique features include angled entryway of the cottage and the historic form.

Property Information

Address 3117 N HONORE ST
 Number of Stories 1.5
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Bay, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch



Photo by KPa 08/17/2021

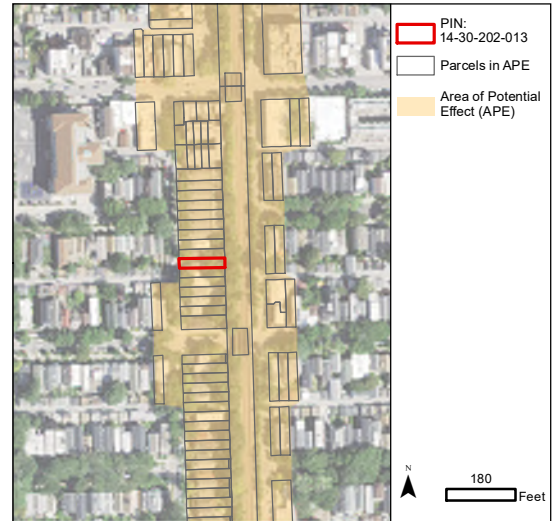
Front façade



Photo by KPa 08/17/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Windows and siding have been replaced. Character defining architectural details have been removed.

Property Information

Address 3115 N HONORE ST
 Number of Stories 2
 Construction Date 1891
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Front façade



Photo by KPa 08/17/2021

Front façade

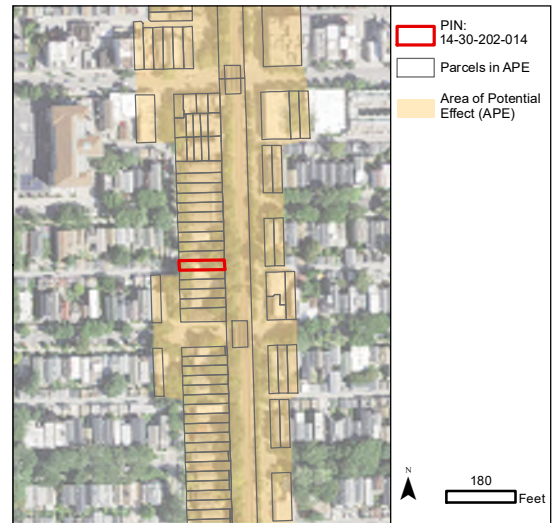
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick, Perma-stone
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Skylights
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Pop-up
 Features Open Porch

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The roofline of the building is a character defining feature. Windows have been replaced and the addition of pop-up is visible from the row.

Property Information

Address 3111 N HONORE ST
 Number of Stories 2
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick, Perma-stone
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features None



Photo by KPo 08/17/2021

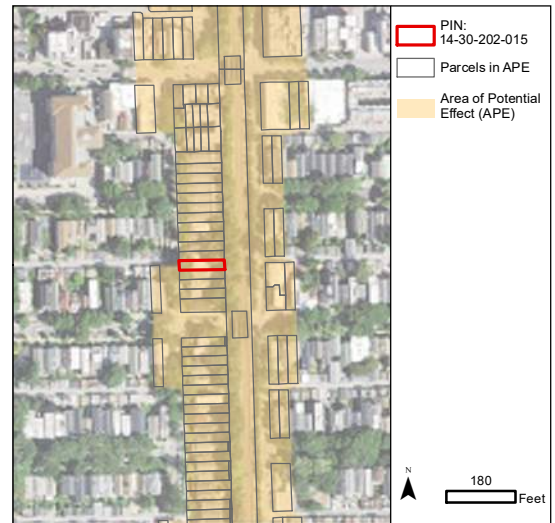
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced. Addition of new porch and removal of historic porch. Character defining architectural details have been removed.

Property Information

Address 3109 N HONORE ST
 Number of Stories 1.5
 Construction Date 1902
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Front façade



Photo by KPa 08/17/2021

Front façade

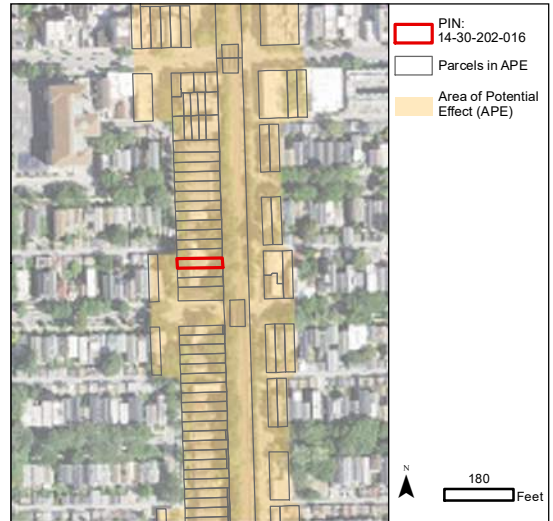
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Shed
 Additions Pop-up
 Features Exterior Vestibule/Entry

Property Location



Eligibility Assessment Notes: 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. Some character defining unique features include angled entryway of the cottage and the historic form. The windows have been replaced and the additions of pop-ups are visible from the row.

Property Information

Address 3107 N HONORE ST
 Number of Stories 2.5
 Construction Date 1902
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Casement
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Side Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features None



Photo by KPo 08/17/2021

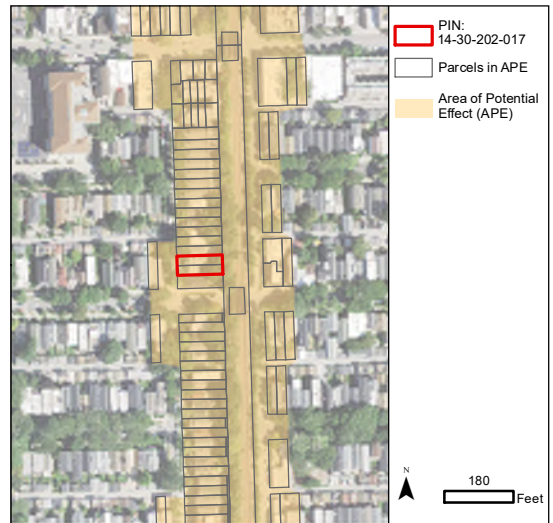
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. The architecture style is Neo-Victorian. The building appears to be built in two parts with the part consisting of the front gable seems to be historic with an addition to the side with side gable. The addition appears to be designed to imitate the historic architectural style.

Property Information

Address 3101 N HONORE ST
 Number of Stories 1
 Construction Date 1972
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Front façade



Photo by KPa 08/17/2021

Side view

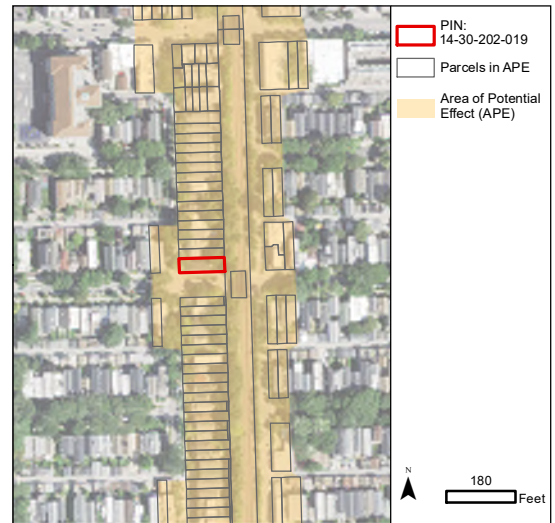
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Bungalow

Found. Mat. Not Visible
 Wall Mat. Brick, Perma-brick
 Window Type Double-hung, Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal, Vinyl/Fiberglass
 Roof Type Hipped
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. The windows have been replaced and character defining architectural details have been removed.

Property Information

Address 1801-09 W BELMONT AVE & 3141-3161 N HONORE ST
Number of Stories 3.5
Construction Date 2007
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/12/2021

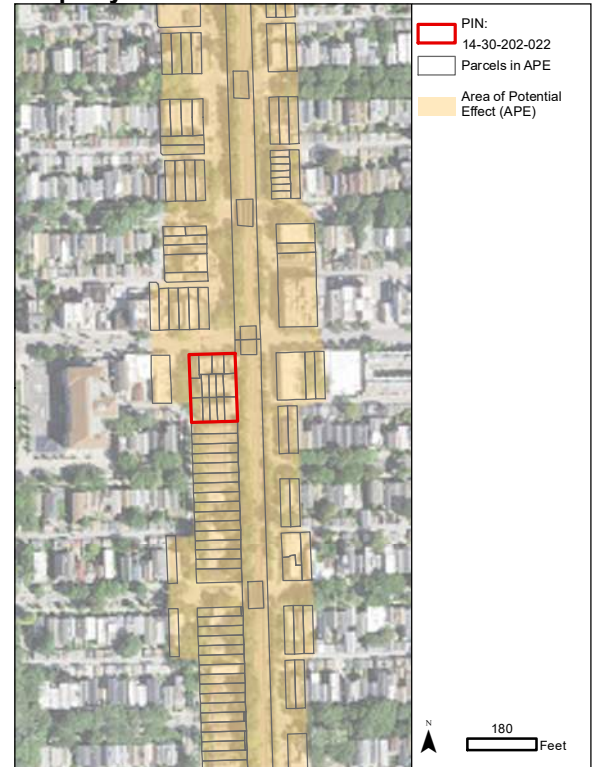
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Property Information

Address 3125-39 N HONORE ST
Number of Stories 2
Construction Date 2007
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/20/2021

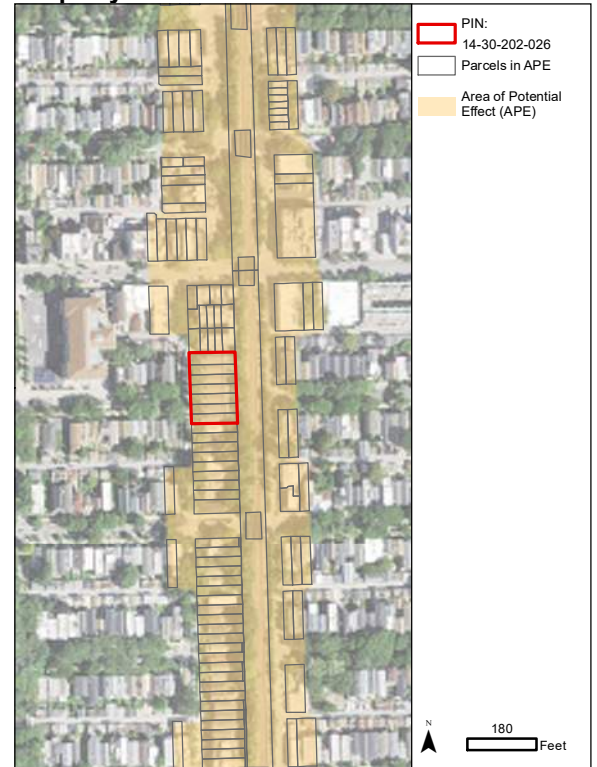
Front façade



Photo by KPa 07/20/2021

Side view

Property Location



Property Information

Address 1751-1757 WEST BELMONT AVENUE
 Number of Stories 2
 Construction Date 1910
 Design/Builder GEORGE L. PFEIFFER
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible Yes
 Significance Criteria (A) B (C) D
 Criterion A: Continuous use by same business for life of building. Monastery Hill Bindery.
 Criterion C: Tudor Revival arches, decorative brick work, multilight wood windows

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Tudor Revival

Found. Mat. Not Visible
 Wall Mat. Stone, Brick
 Window Type Double-hung
 Window Mat. Wood
 Door Mat. Wood, Glass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions None
 Features Ornamental Masonry



Photo by KPo 08/12/2021

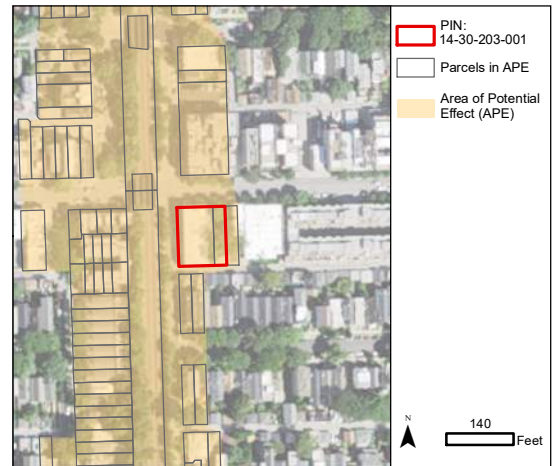
Side view



Photo by KPo 08/12/2021

Front façade

Property Location



Eligibility Assessment Notes: The commercial building with Tudor Revival influence at 1751-1757 Belmont Avenue was designed by George L. Pfeiffer for the Monastery Hill Binding business that was established in 1902. The building is rectangular in plan, 2-stories in height, and is clad in brick with ornamental brick work and a rusticated limestone base at the primary (North) façade. The primary façade is composed of 4 bays defined by distinct Tudor Revival polychrome brick pointed arches and limestone accents. The secondary and tertiary facades at the East, West and South are built of Chicago common brick with simple rectangular punched window openings. The main entrance of the building is located in the narrower, eastern bay and is set in a pointed arched opening with glass sidelights and transom. The 3 main bays are each defined by a large 2-story yellow brick pointed arch which captures 3 windows at each floor. The façade is terminated by a decorative masonry parapet with dentil ornamentation at the base of the parapet. The garage adjacent to the building is the only secondary structure at the site. The double-hung wood windows are multi-lite arched panes in a 3 over 1 composition with limestone sills. The 2nd floor window openings are hooded by limestone pointed arch lintel whereas the 1st floor windows have soldiered brick flat arch lintels. This resource is listed as Orange-rated in the Chicago Historic Resources Survey (CHRS)

Property Information

Address 1747 W BELMONT AVE
 Number of Stories 3
 Construction Date 1905
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes
 Arch. Style Victorian-era
 Found. Mat. Stone
 Wall Mat. Brick
 Window Type Single-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Cornice/Belt Course



Photo by KPa 08/12/2021

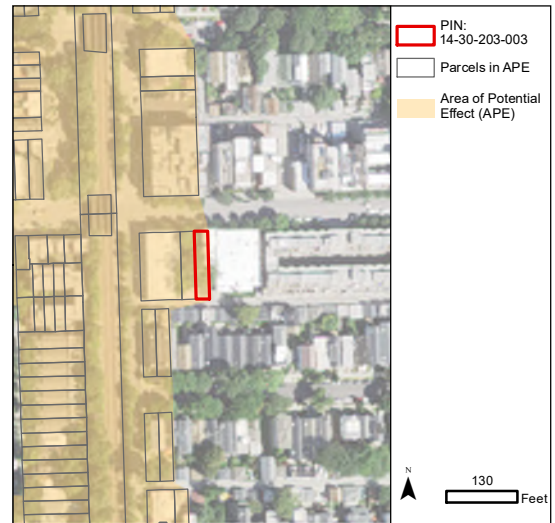
Front façade



Photo by KPa 08/12/2021

Side view

Property Location



Eligibility Assessment Notes: 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. Character defining details include limestone belt course and cornice. Other ornamentation and architectural details have been removed from the facade.

Property Information

Address 1756 W FLETCHER ST
Number of Stories 2
Construction Date 2013
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

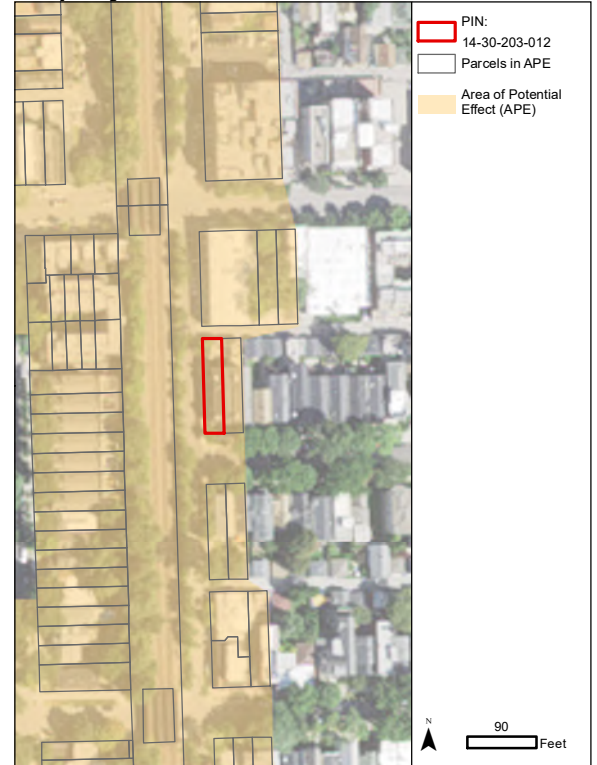
Side view



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 1754 W FLETCHER ST
Number of Stories 2
Construction Date 2013
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

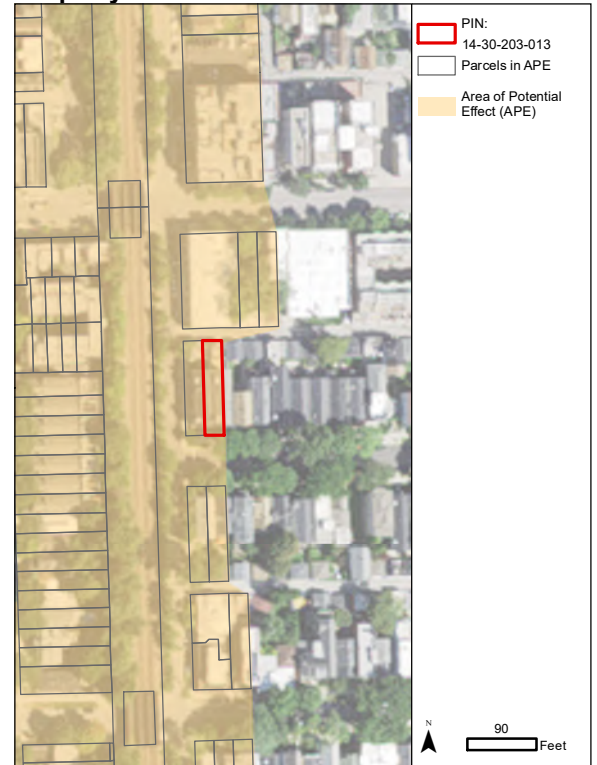
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 1818 W BARRY AVE
Number of Stories 2.5
Construction Date 2006
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/20/2021

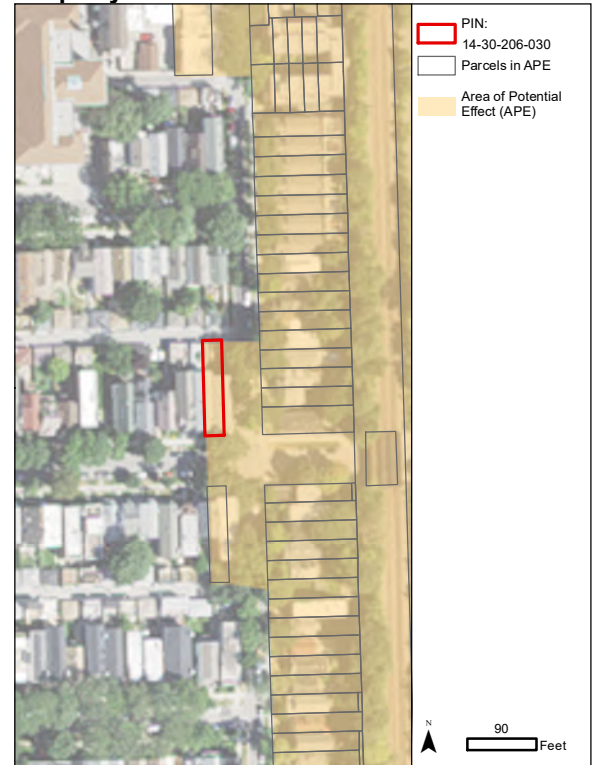
Side view



Photo by KPa 07/20/2021

Front façade

Property Location



Property Information

Address 1757 W FLETCHER ST
 Number of Stories 2.5
 Construction Date 1894
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Front façade



Photo by KPa 08/17/2021

Front façade

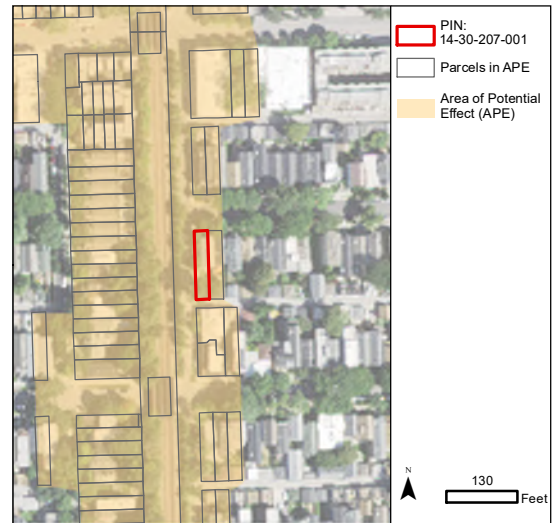
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Brick
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Bay, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch, Cornice/Belt Course

Property Location



Eligibility Assessment Notes: : This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining architectural detail includes dentil ornamentation at first floor. Siding and windows have been replaced.

Property Information

Address 1755 W FLETCHER ST
 Number of Stories 1.5
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Concrete, Brick
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung, Bay, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Dormer
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Rear, Pop-up
 Features Open Porch, Parapet



Photo by KPa 08/17/2021

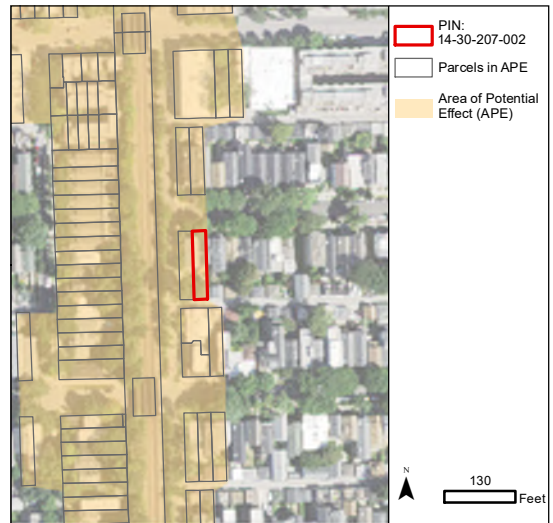
Front façade



Photo by KPa 08/17/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include dentil ornamentation on porch and doors and window hoods. The siding and windows have been replaced.

Property Information

Address 1752 W BARRY AVE
Number of Stories 2
Construction Date 2016
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

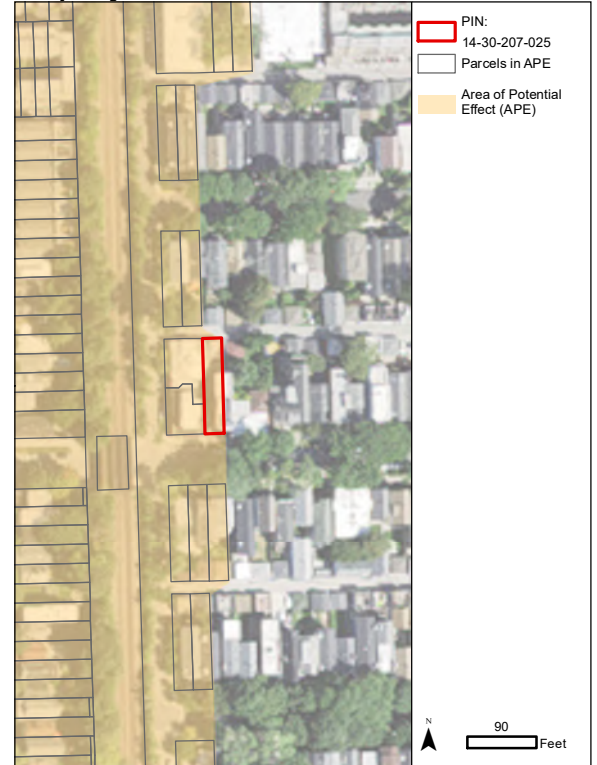
Front façade



Photo by KPa 09/07/2021

Front façade

Property Location



Property Information

Address 1754 W BARRY AVE
 Number of Stories 2
 Construction Date 1954
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

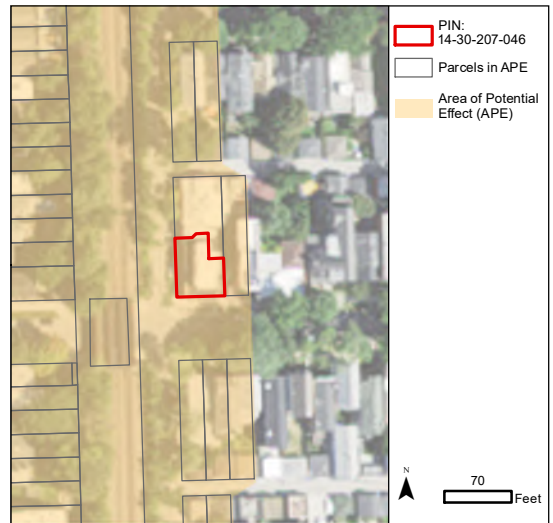
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions Second Floor
 Features Ornamental Masonry

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced and some window openings have been modified. The second floor addition with siding is visible from the row.

Property Information

Address 3111 N RAVENSWOOD AVE
 Number of Stories 1
 Construction Date 1957
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

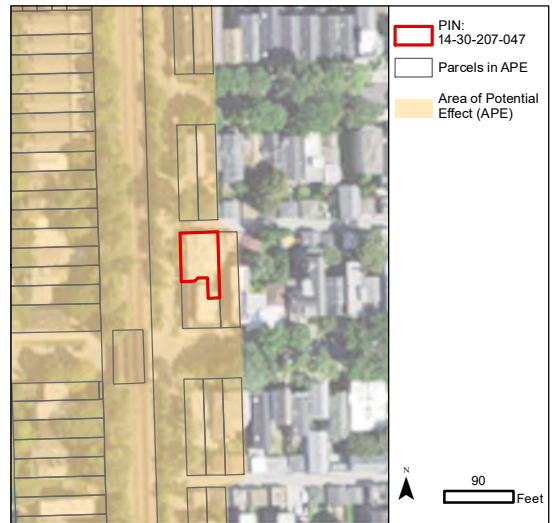
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features Chimney
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features None

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced and some openings have been altered.

Property Information

Address 3056 N HONORE ST
 Number of Stories 2
 Construction Date 1927
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Architectural detail

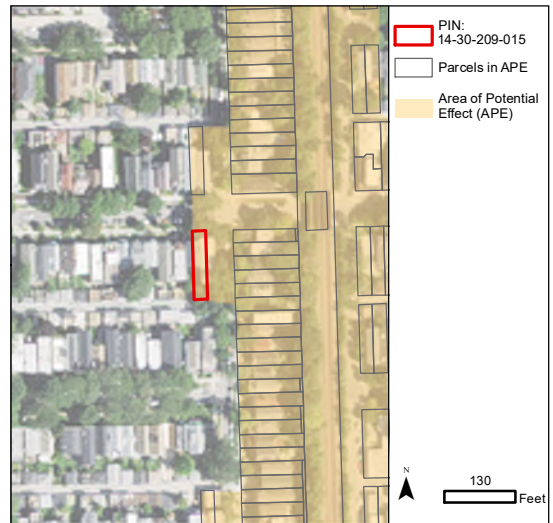
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions None
 Features Ornamental Masonry, Ornamental Wood Trim

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The building is a multiple family residence. Character defining features include decorative limestone entryway, belt course and cornice.

Property Information

Address 3057 N HONORE ST
 Number of Stories 2
 Construction Date 1913
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Front façade



Photo by KPa 08/17/2021

Side view

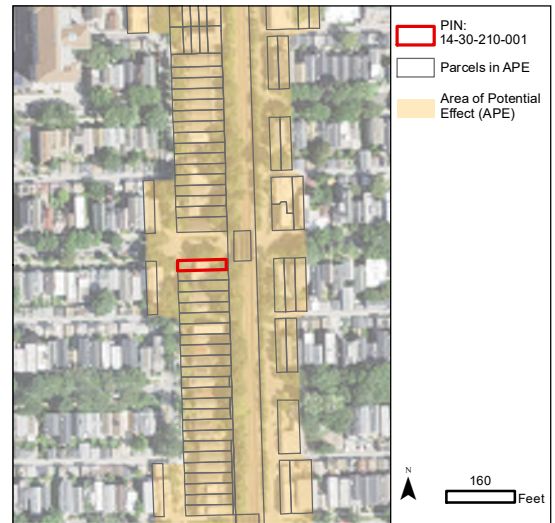
Building Details

Integrity: Poor Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung, Fixed, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions Front, Second Floor
 Features Enclosed Porch, Parapet

Property Location



Eligibility Assessment Notes: 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. The two-story residential building has a one story commercial addition.

Property Information

Address 3055 N HONORE ST
Number of Stories 2
Construction Date 2019
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/20/2021

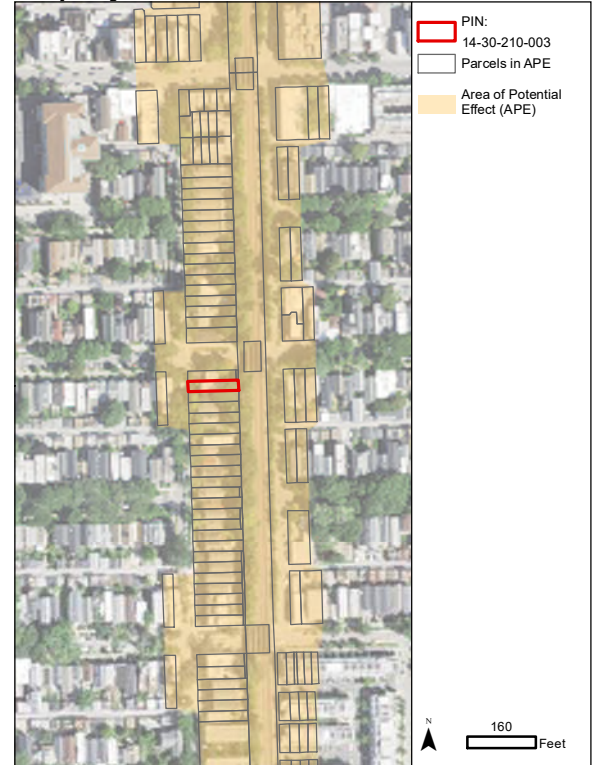
Front façade



Photo by KPa 07/20/2021

Side view

Property Location



Property Information

Address 3053 N HONORE ST
Number of Stories 2
Construction Date 2021
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/20/2021

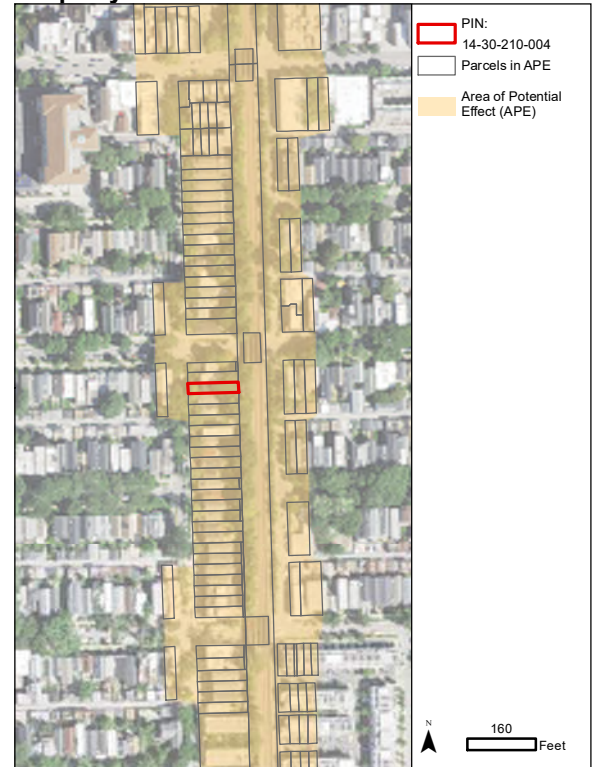
Front façade



Photo by KPa 07/20/2021

Front façade

Property Location



Property Information

Address 3051 N HONORE ST
 Number of Stories 2
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick, Stucco
 Window Type Fixed, Casement
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features None



Photo by KPo 08/17/2021

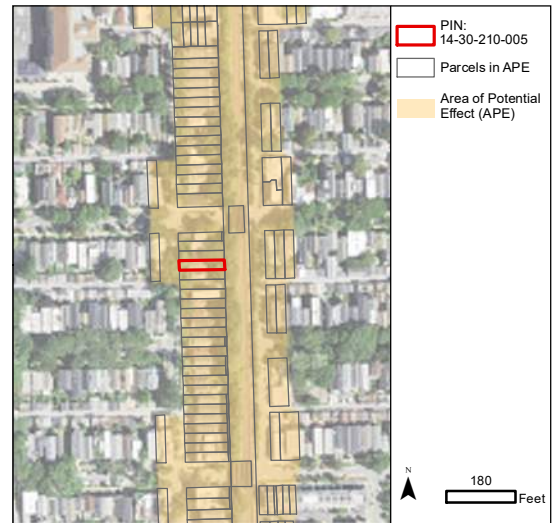
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced and the facade materials have been altered. Character defining features have been removed.

Property Information

Address 3043 N HONORE ST
Number of Stories 3
Construction Date 2007
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 07/20/2021

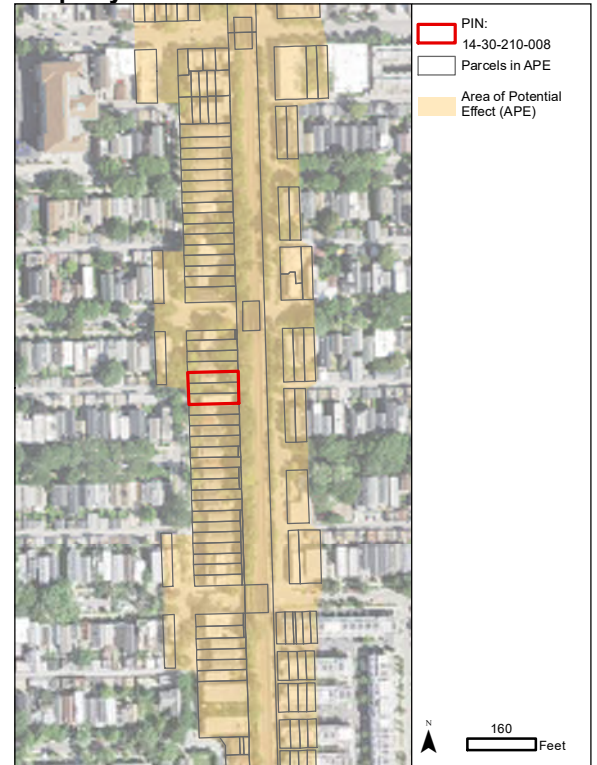
Front façade



Photo by KPa 07/20/2021

Side view

Property Location



Property Information

Address 3041 N HONORE ST
 Number of Stories 1.5
 Construction Date 1897
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Pop-up
 Features Exterior Vestibule/Entry



Photo by KPa 08/17/2021

Front façade

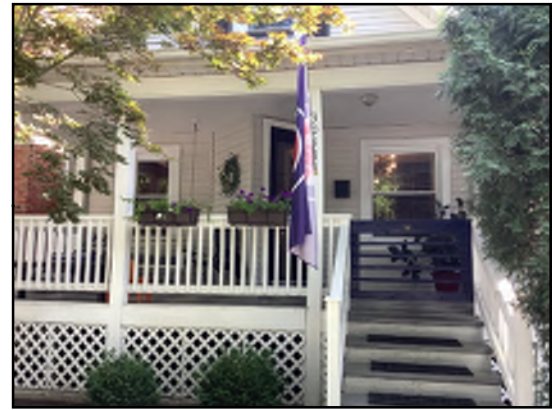
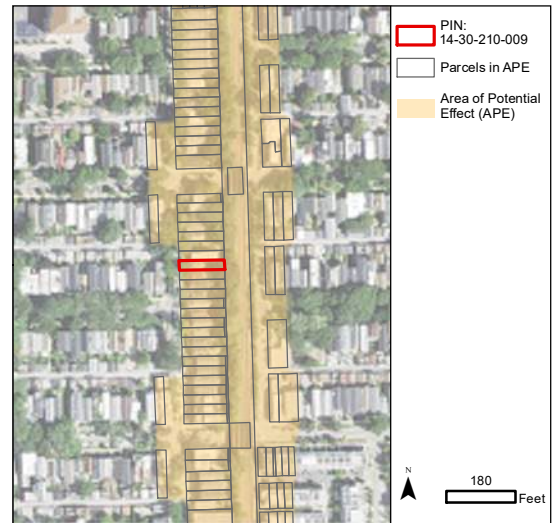


Photo by KPa 08/17/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. Some character defining unique features include angled entryway of the cottage and the historic form. The siding and windows have been replaced and the addition of pop-ups are visible from the row.

Property Information

Address 3039 N HONORE ST
 Number of Stories 1.5
 Construction Date 1898
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

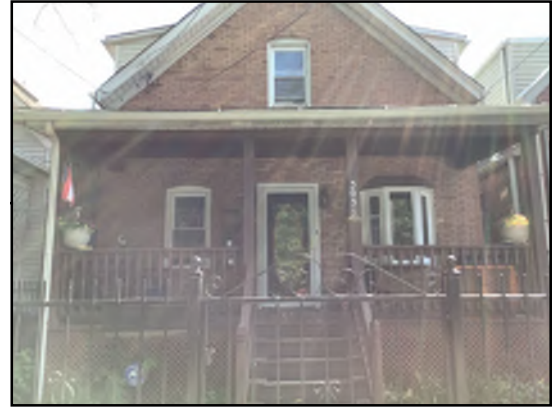


Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

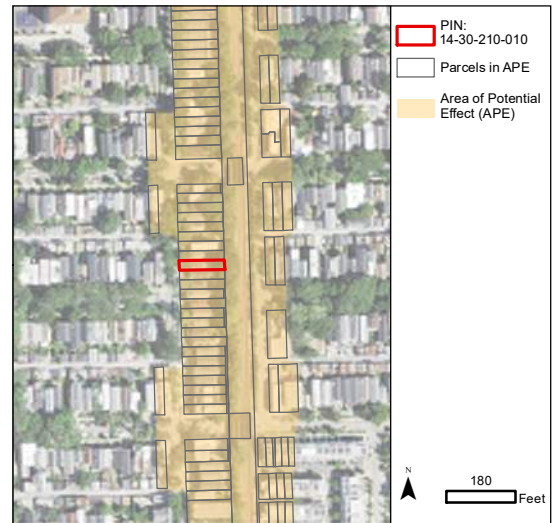
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings Shed
 Additions Pop-up
 Features Open Porch

Property Location



PIN: 14-30-210-010
 Parcels in APE
 Area of Potential Effect (APE)

N
 180 Feet

Eligibility Assessment Notes: 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. Windows have been replaced and openings have been modified. The addition of the pop-ups are visible from the row.

Property Information

Address 3035 N HONORE ST
 Number of Stories 1.5
 Construction Date 1896
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Fixed, Casement, Awning/Hopper
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear, Pop-up
 Features Open Porch

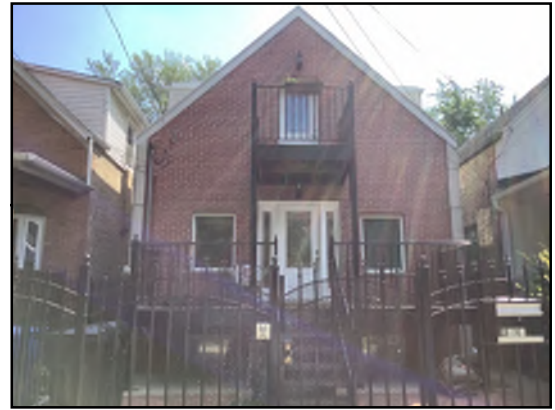


Photo by KPa 08/17/2021

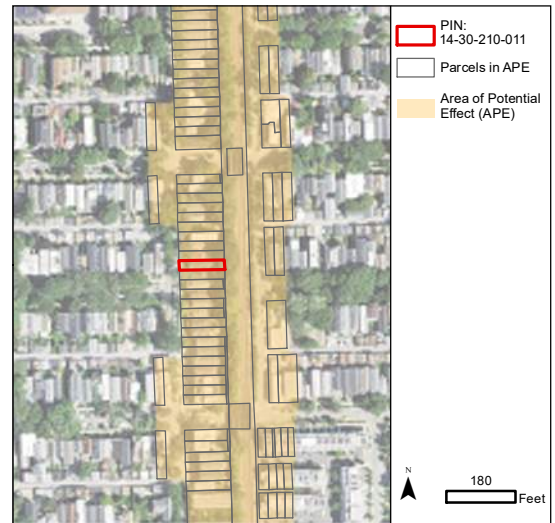
Front façade



Photo by KPa 08/17/2021

Side view

Property Location



PIN: 14-30-210-011
 Parcels in APE
 Area of Potential Effect (APE)

N
 180 Feet

Eligibility Assessment Notes: 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. The exterior material of the building has been altered. Openings have been modified and windows have been replaced. The addition of porch and balcony on 2nd floor is visible from the row.

Property Information

Address 3033 N HONORE ST
 Number of Stories 1.5
 Construction Date 1900
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

Building Details

Integrity: Good Condition: Good
 Notes Angled entrance

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Exterior Vestibule/Entry

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Some character defining unique features include angled entryway of the cottage and the historic form.

Property Information

Address 3031 N HONORE ST
 Number of Stories 2.5
 Construction Date 1891
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Wood Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Chimney, Skylights
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Front
 Features Enclosed Porch



Photo by KPa 08/17/2021

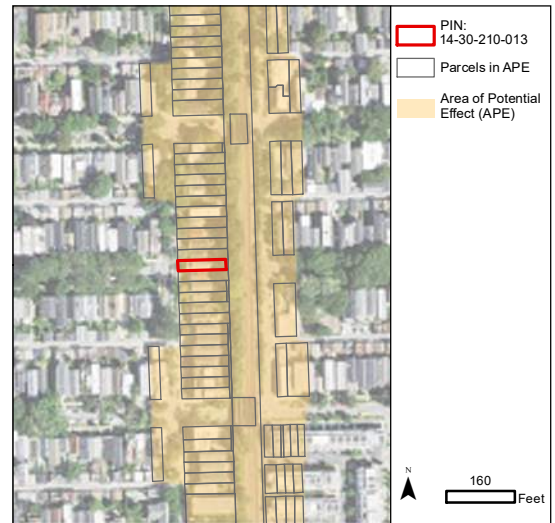
Front façade



Photo by KPa 08/17/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced and openings have been modified. The historic form has been altered.

Property Information

Address 3029 N HONORE ST
 Number of Stories 1.5
 Construction Date 1904
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes
 Arch. Style Cottage
 Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Perma-stone
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features None



Photo by KPo 08/17/2021

Front façade

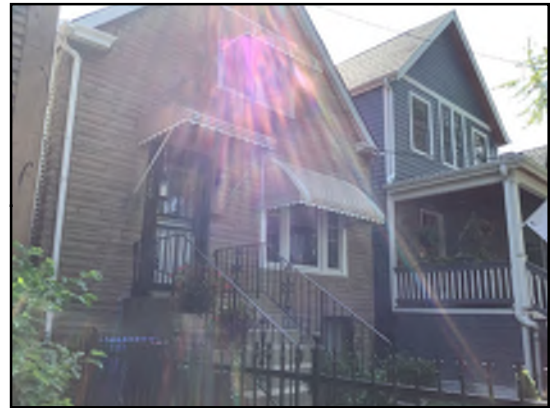
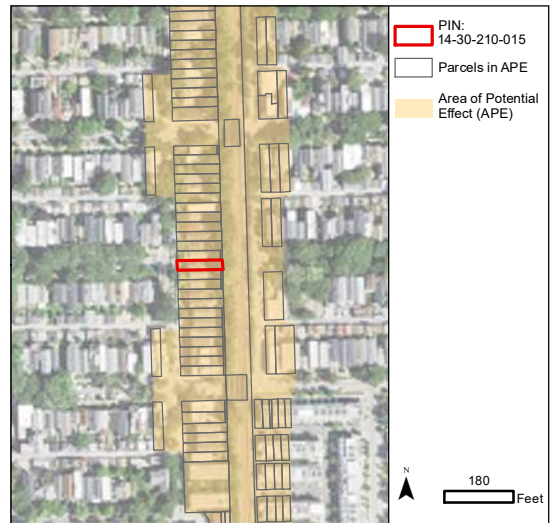


Photo by KPo 08/17/2021

Front façade

Property Location



PIN: 14-30-210-015
 Parcels in APE
 Area of Potential Effect (APE)

N
 180 Feet

Eligibility Assessment Notes: 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. The exterior materials of the buildings have been altered. windows have been replaced. The character defining features have been removed.

Property Information

Address 3025 N HONORE ST
 Number of Stories 2.5
 Construction Date 1904
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Front façade



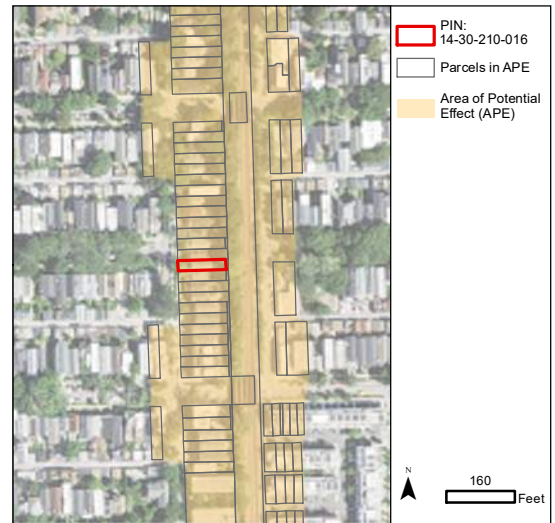
Photo by KPa 08/17/2021

Front façade

Building Details

Integrity: Poor Condition: Good
 Notes
 Arch. Style Victorian-era
 Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Perma-stone
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. The exterior materials have been altered. The openings have been modified and the porch is partially enclosed.

Property Information

Address 3023 N HONORE ST
 Number of Stories 1.5
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

Building Details

Integrity: Fair Condition: Good
 Notes
 Arch. Style Victorian-era
 Found. Mat. Not Visible
 Wall Mat. Wood Siding, Concrete Block
 Window Type Double-hung
 Window Mat. Wood
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Dormer
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. The porch has been partially enclosed. The exterior materials have been altered and the addition of the pop-ups is visible from the row.

Property Information

Address 3021 N HONORE ST
 Number of Stories 1.5
 Construction Date 1893
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Front façade



Photo by KPa 08/17/2021

Front façade

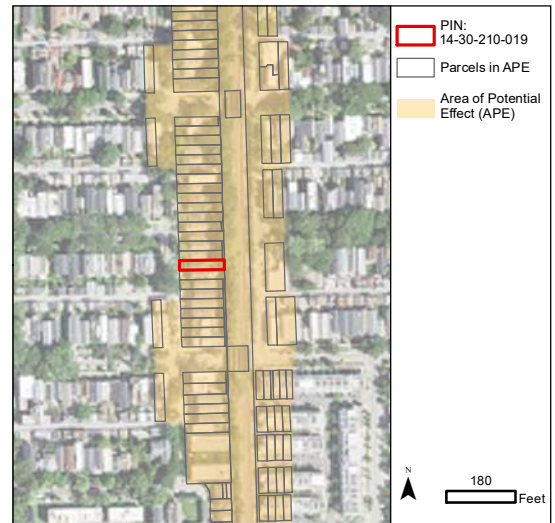
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Stone
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Pop-up
 Features Exterior Vestibule/Entry

Property Location



PIN: 14-30-210-019
 Parcels in APE
 Area of Potential Effect (APE)

N
 180 Feet

Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Some character defining unique features include angled entryway of the cottage and the historic form.

Property Information

Address 3019 N HONORE ST
 Number of Stories 2.5
 Construction Date 1907
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

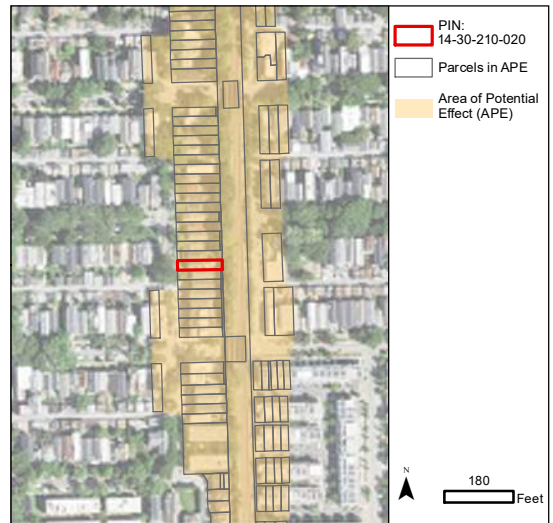
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Cottage

Found. Mat. Not Visible
 Wall Mat. Brick, Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions None
 Features Open Porch

Property Location



Eligibility Assessment Notes: 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. The exterior materials have been altered. Windows have been replaced.

Property Information

Address 3017 N HONORE ST
Number of Stories 2.5
Construction Date 2008
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/17/2021

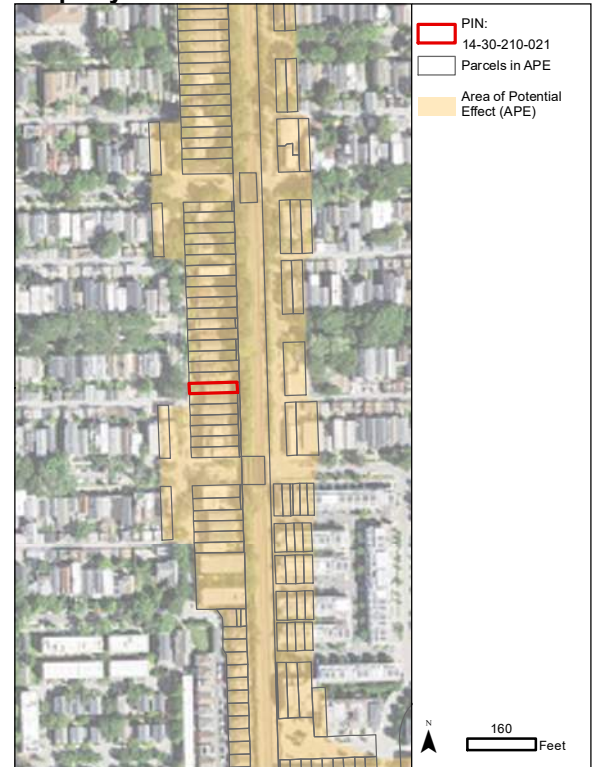
Front façade



Photo by KPa 08/17/2021

Front façade

Property Location



Property Information

Address 3013 N HONORE ST
Number of Stories 3
Construction Date 2008
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

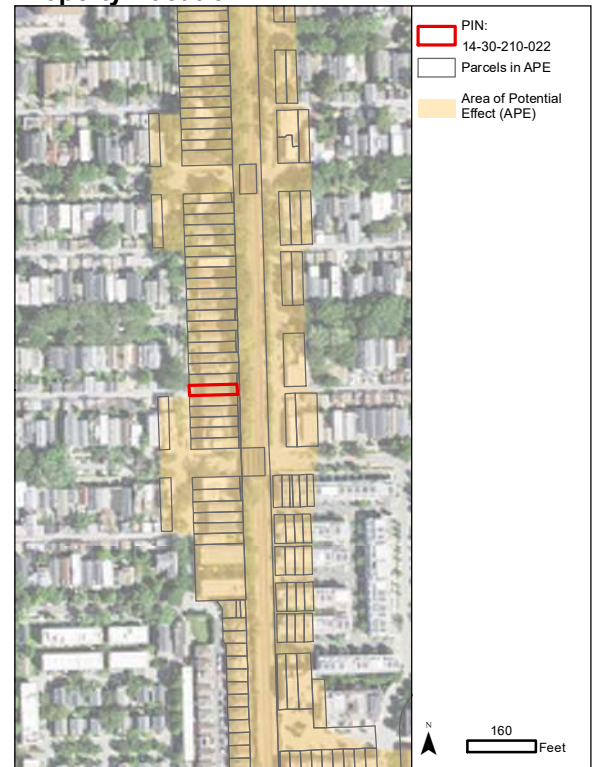
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 3011 N HONORE ST
Number of Stories 2.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/17/2021

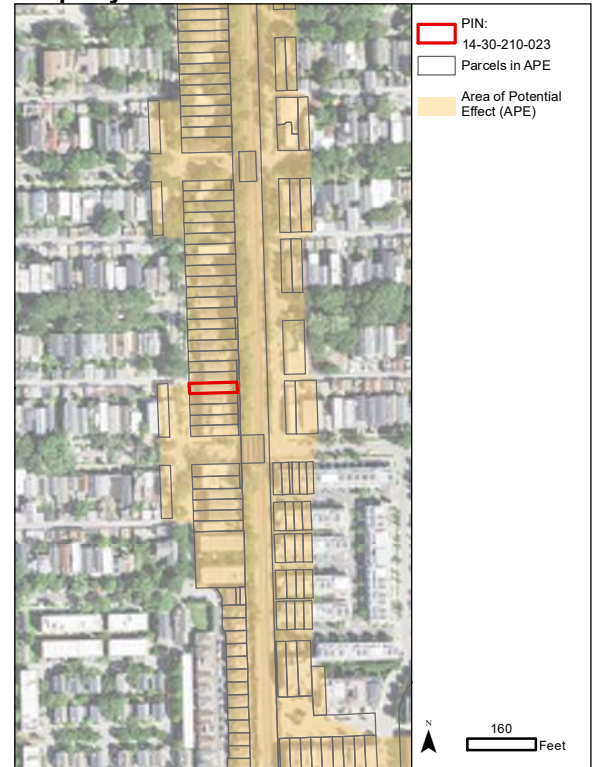
Front façade



Photo by KPa 08/17/2021

Side view

Property Location



Property Information

Address 3009 N HONORE ST
Number of Stories 3
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

Front façade

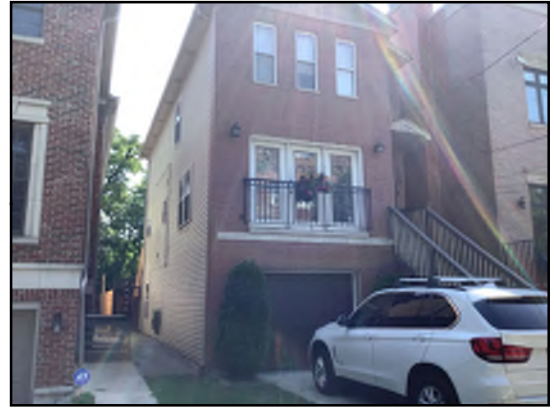
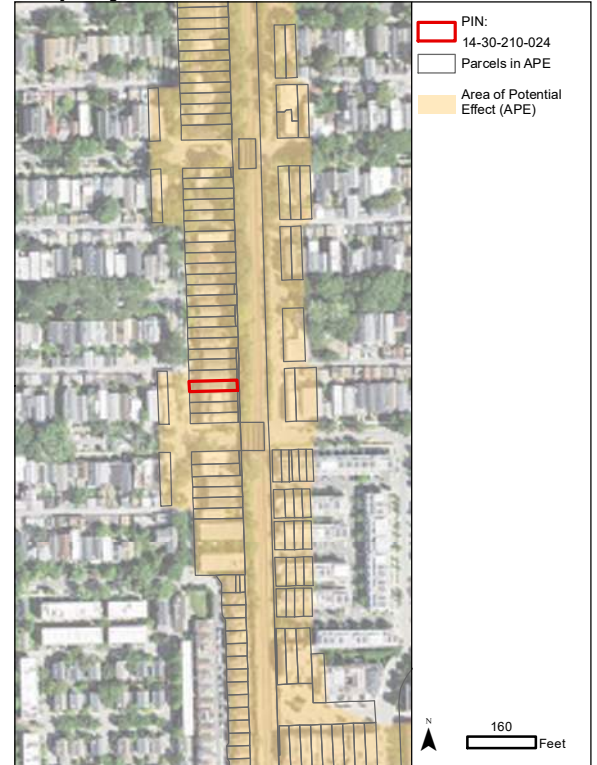


Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 3003 N HONORE ST
Number of Stories 2.5
Construction Date 2007
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/17/2021

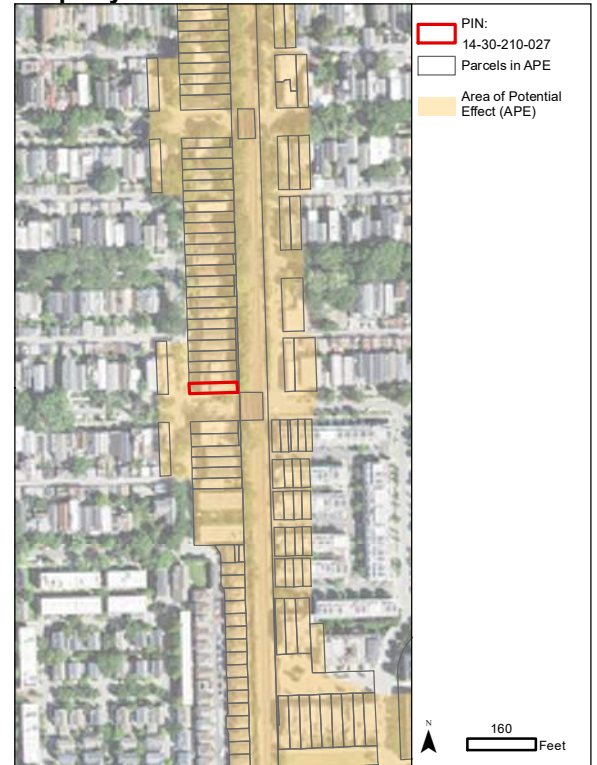
Side view



Photo by KPa 08/17/2021

Front façade

Property Location



Property Information

Address 3005 N HONORE ST
Number of Stories 2.5
Construction Date 2006
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

Front façade

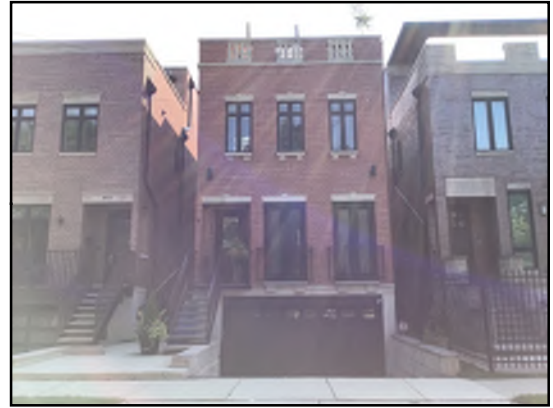
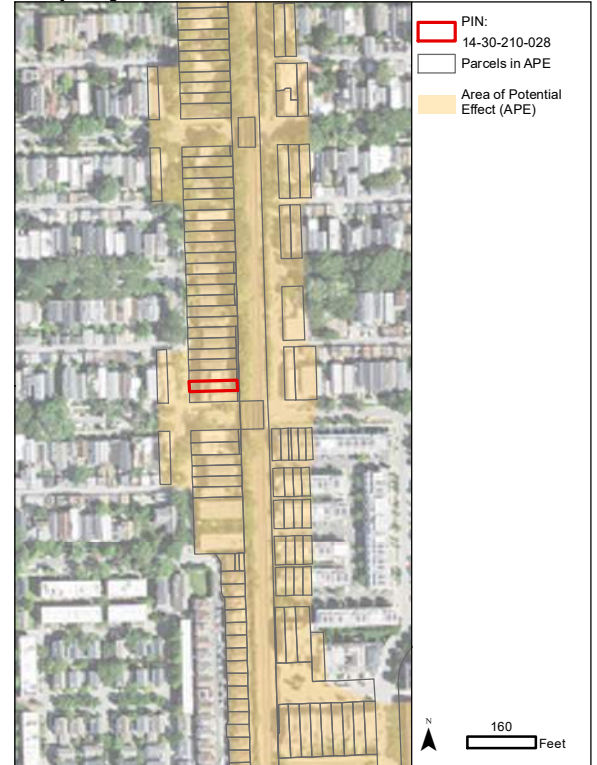


Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 3007 N HONORE ST
Number of Stories 2.5
Construction Date 2007
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/17/2021

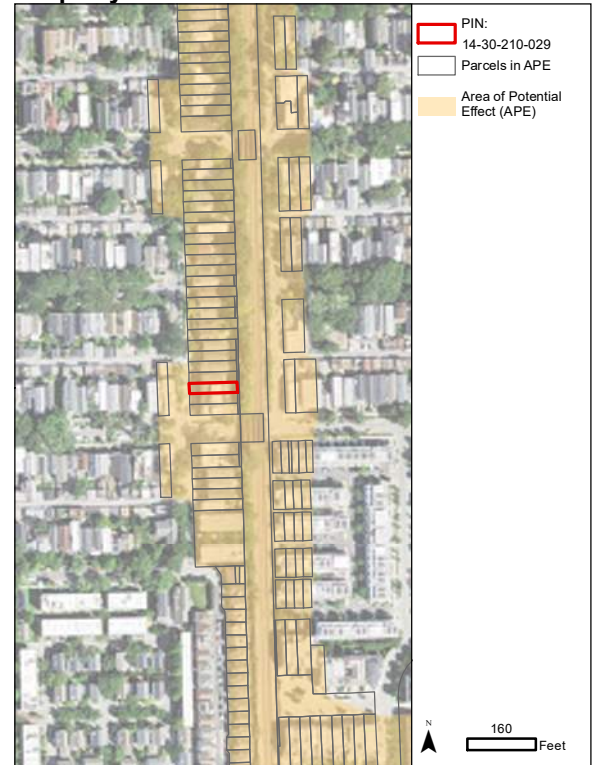
Front façade



Photo by KPa 08/17/2021

Side view

Property Location



Property Information

Address 1759 W BARRY AVE
 Number of Stories 1.5
 Construction Date 1968
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Front façade



Photo by KPa 08/17/2021

Side view

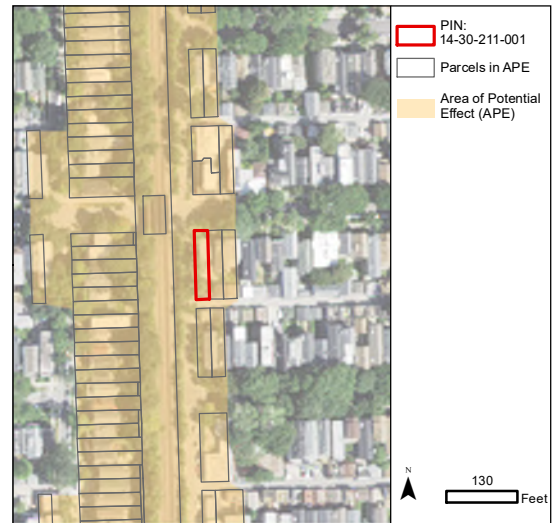
Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Mid-Century Modern

Found. Mat. Brick
 Wall Mat. Brick
 Window Type Casement, Awning/Hopper, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions None
 Features None

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Windows have been replaced.

Property Information

Address 1757 W BARRY AVE
Number of Stories 2.5
Construction Date 2016
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/17/2021

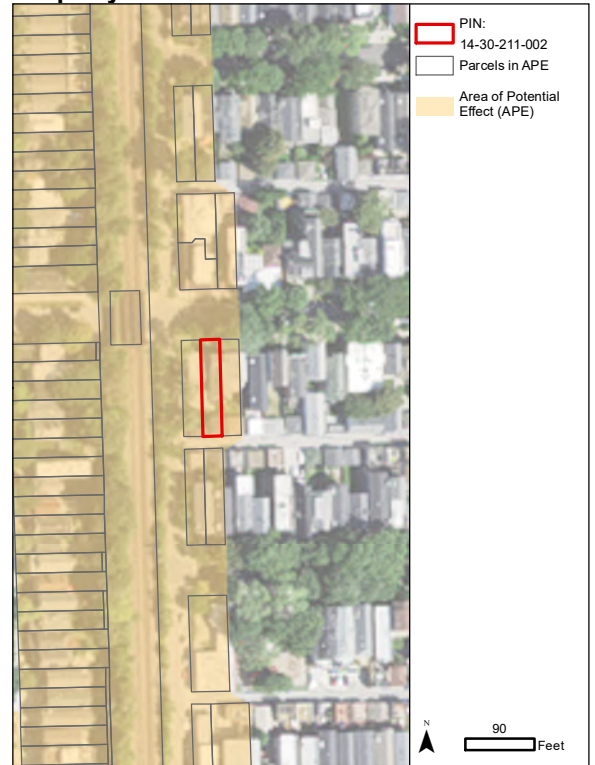
Front façade



Photo by KPa 08/17/2021

Front façade

Property Location



Property Information

Address 1753 W BARRY AVE
 Number of Stories 2.5
 Construction Date 1895
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

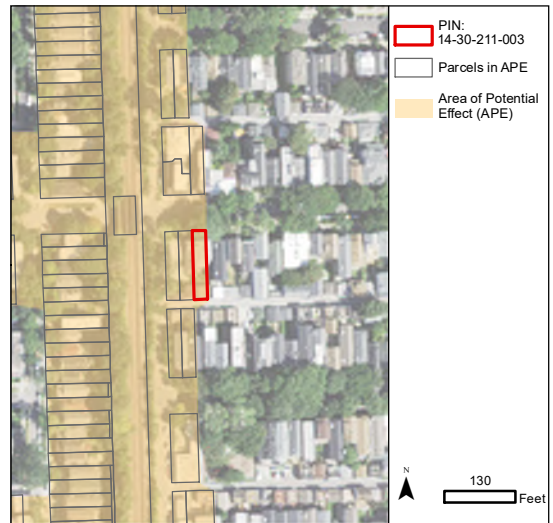
Building Details

Integrity: Poor Condition: Poor
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Perma-stone
 Window Type Double-hung
 Window Mat. Wood, Steel
 Door Mat. Wood, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features Open Porch

Property Location



PIN: 14-30-211-003
 Parcels in APE
 Area of Potential Effect (APE)

130 Feet

Eligibility Assessment Notes: 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. All exterior materials have been altered. The porch has been altered and the windows have been replaced.

Property Information

Address 1758 W NELSON ST
Number of Stories 2.5
Construction Date 2004
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/17/2021

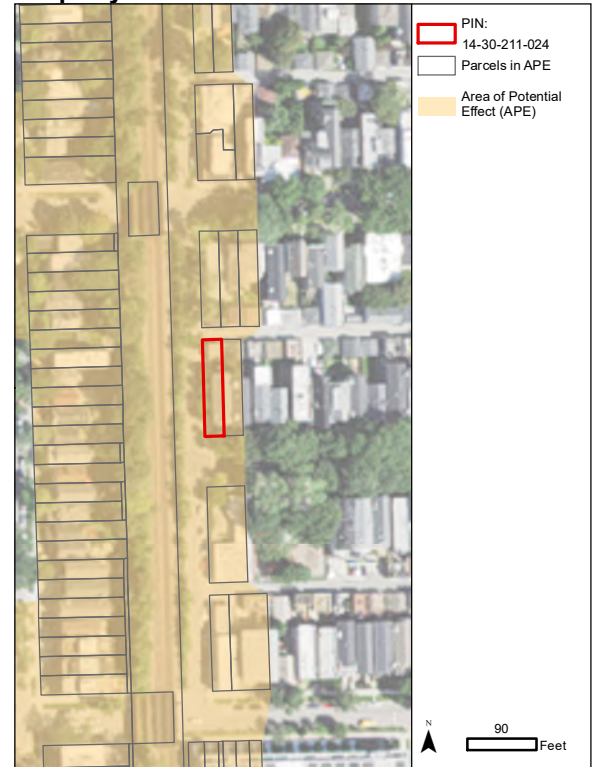
Side view



Photo by KPa 08/17/2021

Front façade

Property Location



Property Information

Address 1756 W NELSON ST
Number of Stories 2.5
Construction Date 2006
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/17/2021

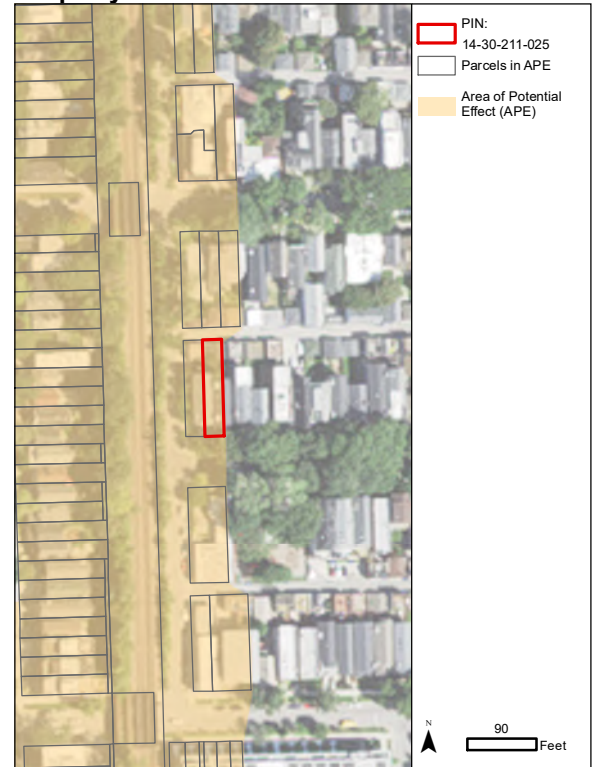
Front façade



Photo by KPa 08/17/2021

Side view

Property Location



Property Information

Address 3010 NORTH HONORE STREET
 Number of Stories 3
 Construction Date 1917
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Side view



Photo by KPa 08/17/2021

Side view

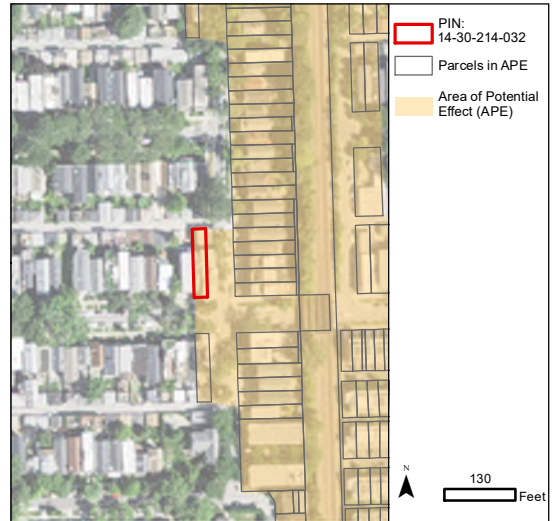
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Stone, Brick
 Window Type Double-hung, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet, Ornamental Masonry

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Character defining features include dentil ornamentation at first floor entrance, limestone columns near the main entrance and decorative brick work on parapet. It is a multiple family residence.

Property Information

Address 3015 N RAVENSWOOD AVE
 Number of Stories 2
 Construction Date 1926
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

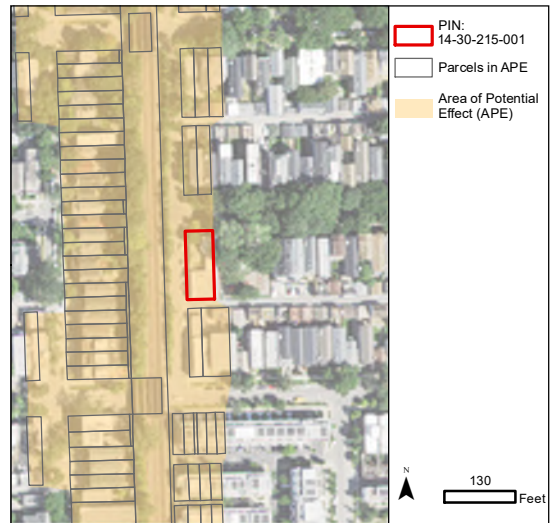
Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Fixed, Awning/Hopper
 Window Mat. Aluminum
 Door Mat. Glass, Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions Front
 Features None

Property Location



Eligibility Assessment Notes: 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. The building has been rehabilitated to a residential building. The windows have been replaced and some window openings have been modified.

Property Information

Address 1758 W WELLINGTON AVE
 Number of Stories 2
 Construction Date 1924
 Design/Builder Unknown
 Current Use Residence
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021

Side view



Photo by KPa 08/17/2021

Front façade

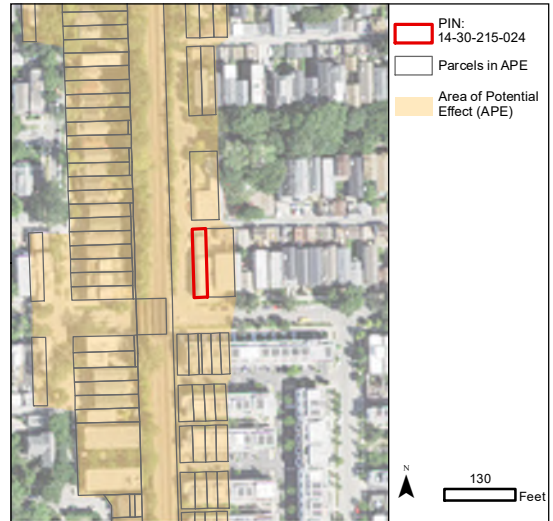
Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Utilitarian

Found. Mat. Stone
 Wall Mat. Brick
 Window Type Double-hung, Fixed, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The building retains its original form. Windows have been replaced.

Property Information

Address 1754-1756 WEST WELLINGTON AVENUE
Number of Stories 3
Construction Date 1998
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

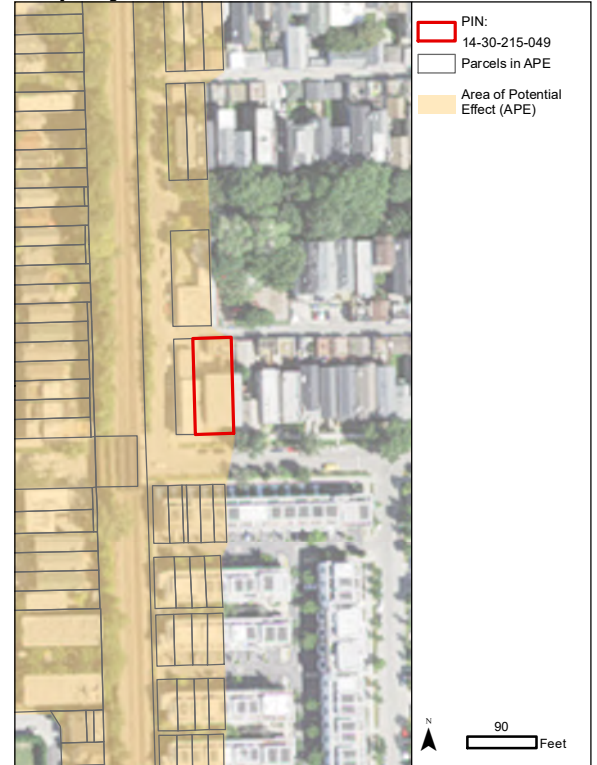
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 1817 W WELLINGTON AVE
 Number of Stories 2
 Construction Date 1910
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/17/2021
 Front façade



Photo by KPa 08/17/2021
 Side view

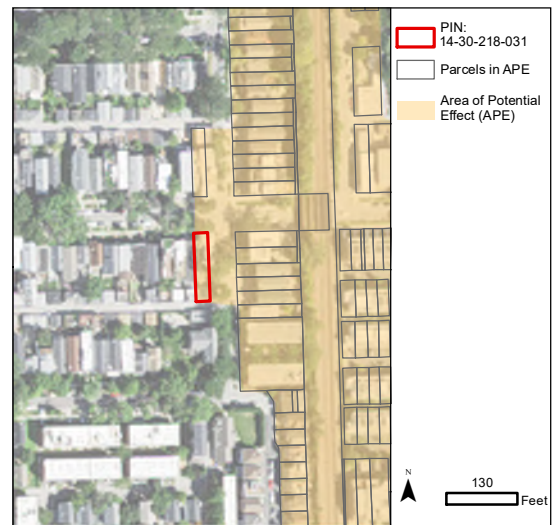
Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Stone, Brick, Metal Siding
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Garage
 Additions Rear
 Features Cornice/Belt Course, Parapet, Ornamental Masonry

Property Location



Eligibility Assessment Notes: 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. The storefront appears to have been altered. The addition at the rear of the building is visible from Honore St. Some character defining features include the decorative brick work and columns on the second floor with limestone column heads and base.

Property Information

Address 2953 N HONORE ST
Number of Stories 3
Construction Date 2009
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

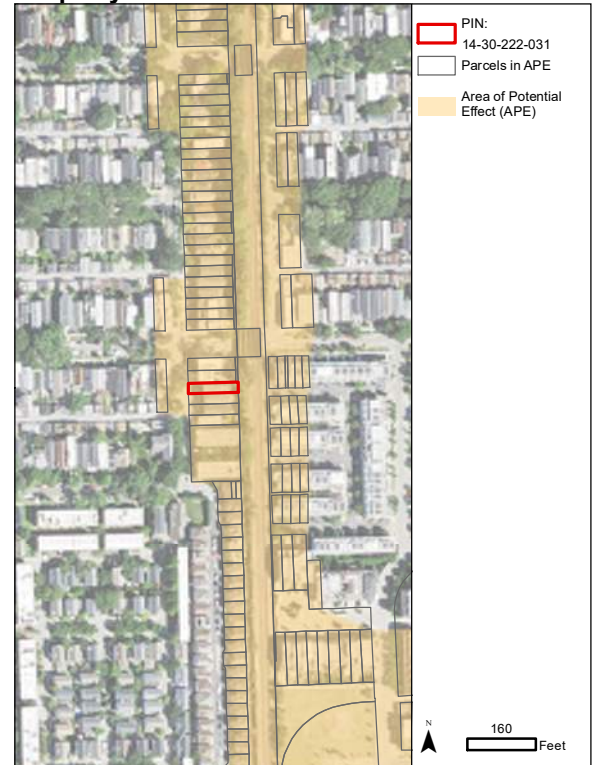
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 2951 N HONORE ST
Number of Stories 3
Construction Date 2008
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

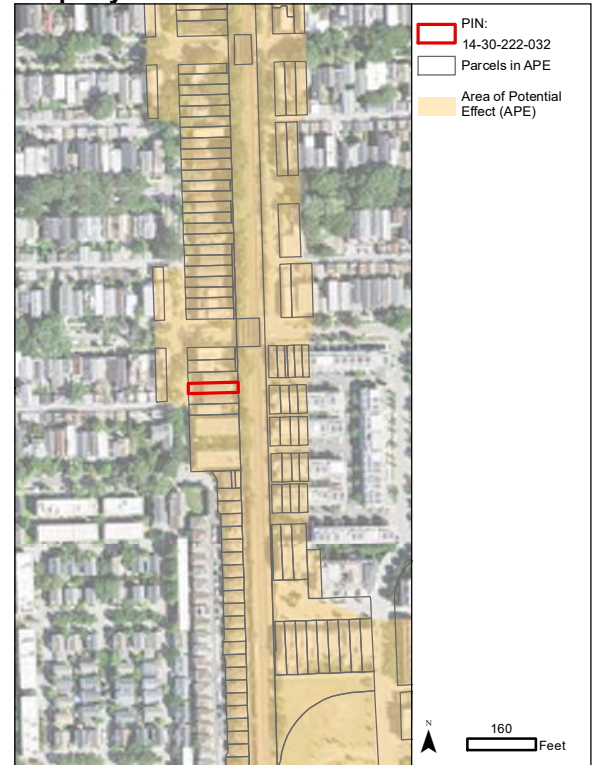
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 2949 N HONORE ST
Number of Stories 3
Construction Date 2008
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

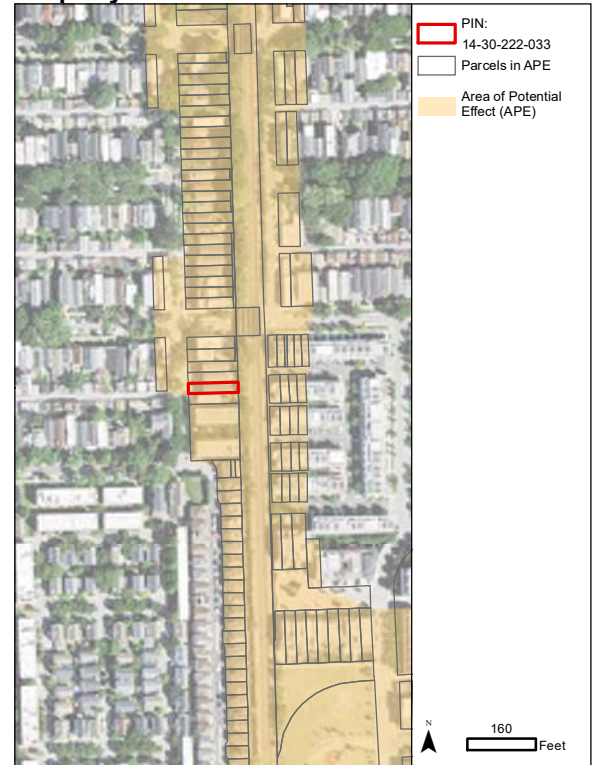
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 2945 N HONORE ST
 Number of Stories 1
 Construction Date 1913
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Front façade

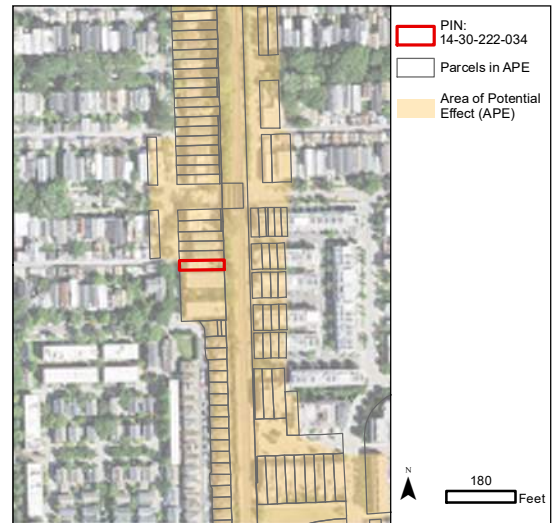
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet, Ornamental Masonry

Property Location



Eligibility Assessment Notes: 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. Architectural detail includes decorative limestone belt course at cornice and decorative brick work.

Property Information

Address 2939 NORTH HONORE STREET
Number of Stories 3
Construction Date 1995
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

Front façade



Photo by KPo 08/17/2021

Side view

Property Location



Property Information

Address 2929 NORTH HONORE STREET
Number of Stories 3
Construction Date 1995
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

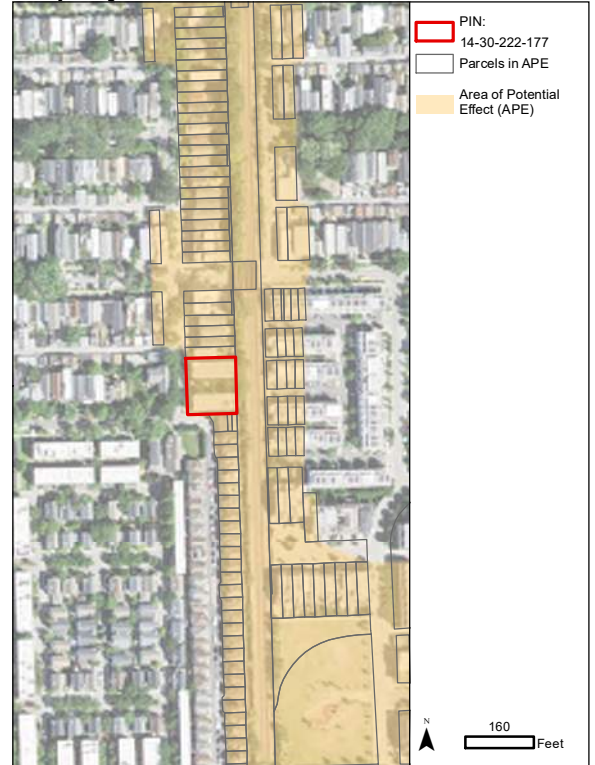
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 2959 N HONORE ST
Number of Stories 3
Construction Date 2010
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPo 08/17/2021

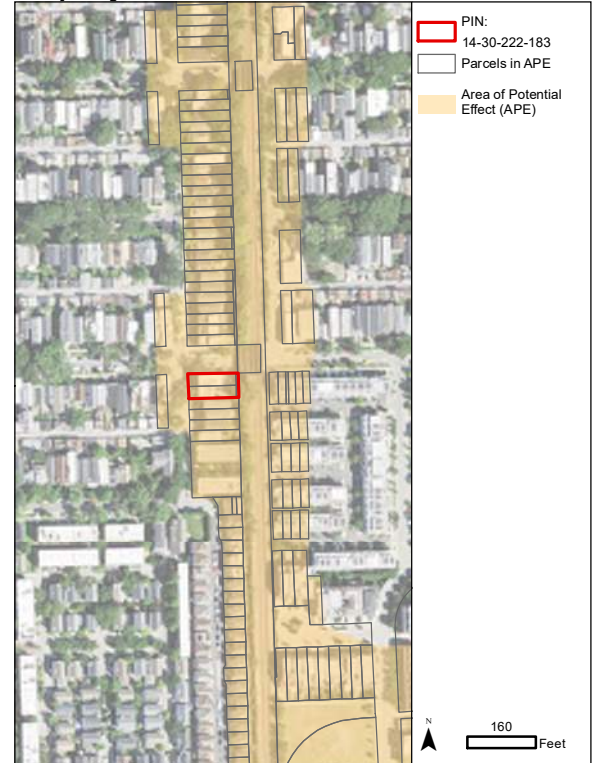
Front façade



Photo by KPo 08/17/2021

Front façade

Property Location



Property Information

Address 1750 W DIVERSEY PKY
Number of Stories 2
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

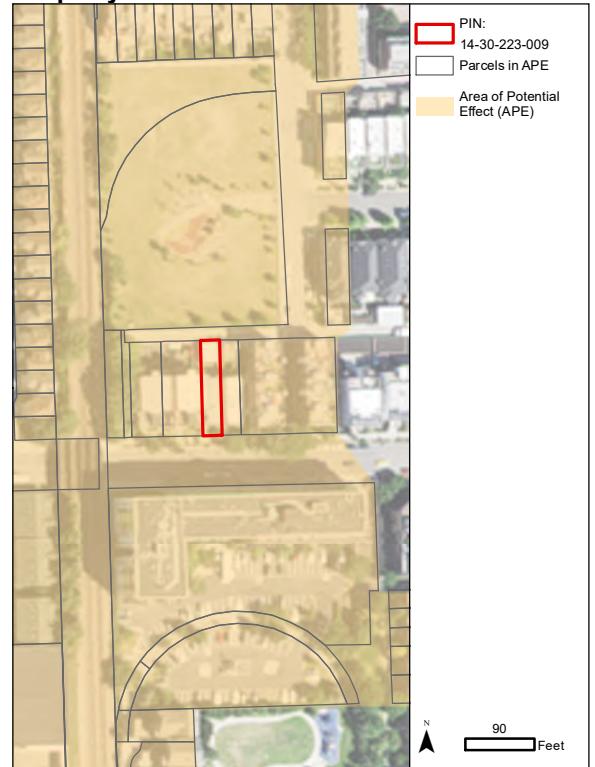
Front façade



Photo by KPa 09/07/2021

Front façade

Property Location



Property Information

Address 1748 W DIVERSEY PKY
Number of Stories 2
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

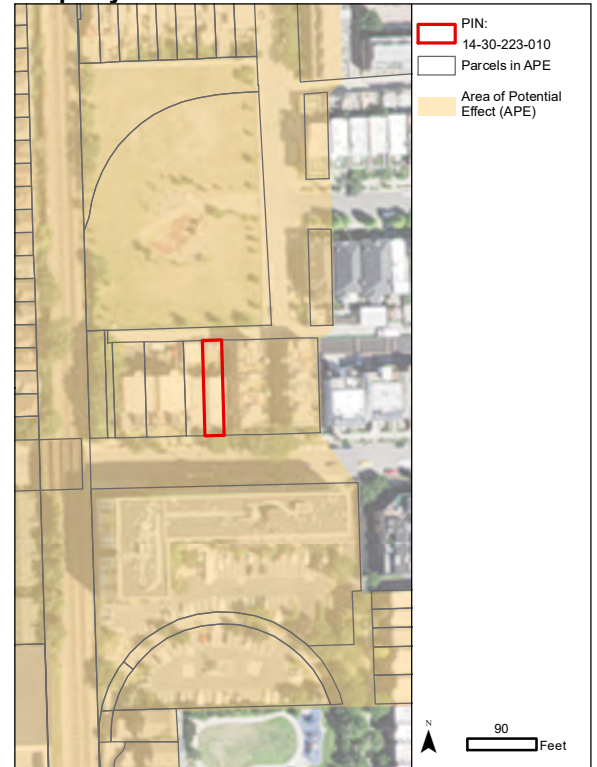
Front façade



Photo by KPa 09/07/2021

Side view

Property Location



Property Information

Address 1738-1742 WEST DIVERSEY PARKWAY
Number of Stories 3
Construction Date 2000
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

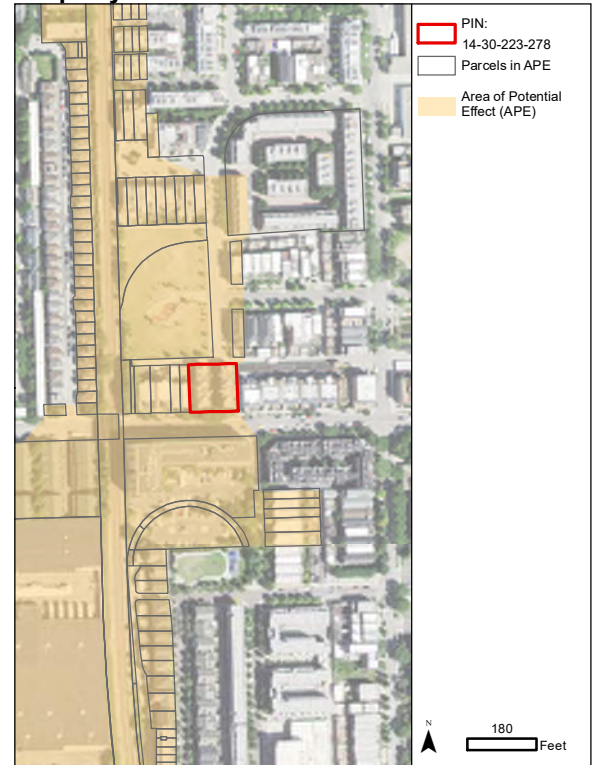
Front façade



Photo by KPa 09/07/2021

Side view

Property Location



Property Information

Address 2506 N CLYBOURN AVE
 Number of Stories 2
 Construction Date 1902
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Italiante

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung, Casement
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions Rear
 Features Cornice/Belt Course, Parapet



Photo by KPa 08/19/2021

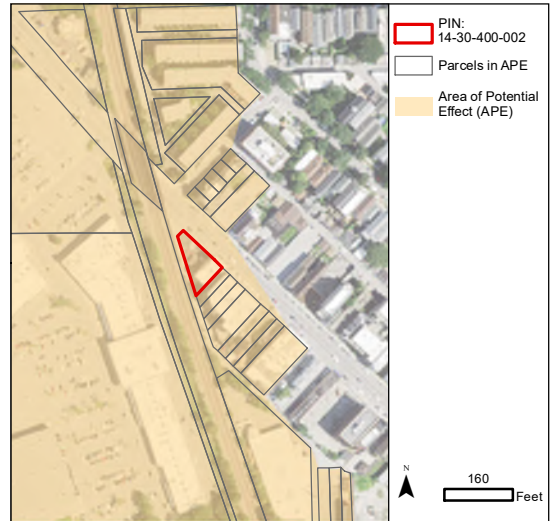
Front façade



Photo by KPa 08/19/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Windows have been replaced and the storefront has been altered. Character defining architectural details include bracketed wooden cornice and decorative balcony railings and columns on the side facade.

Property Information

Address 2502 NORTH CLYBOURN AVENUE
Number of Stories 4
Construction Date 2020
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/19/2021

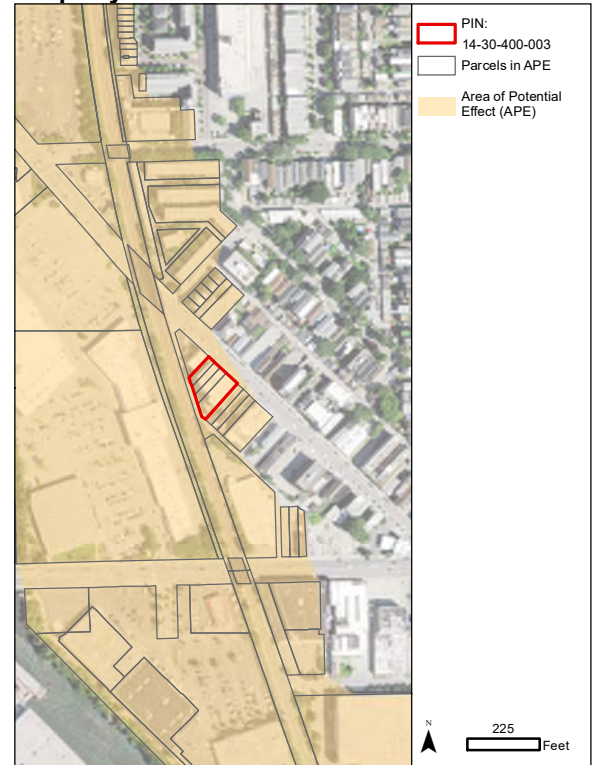
Front façade



Photo by KPa 08/19/2021

Side view

Property Location



Property Information

Address 2476 N CLYBOURN AVE
 Number of Stories 2.5
 Construction Date 1890
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Italiante

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding, Wood Shingle
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney, Skylights
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions Rear, Pop-up
 Features Cornice/Belt Course



Photo by KPa 08/19/2021

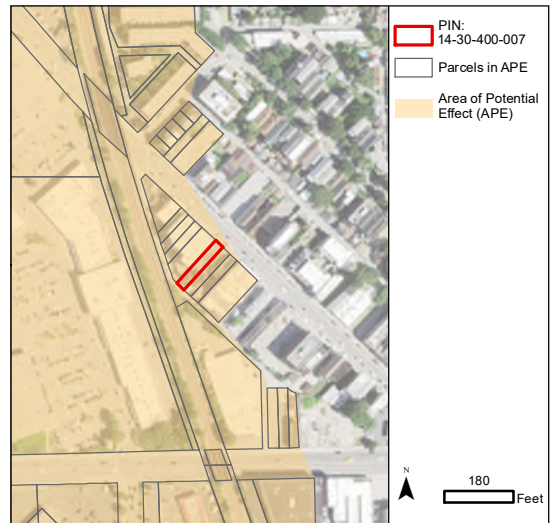
Front façade



Photo by KPa 08/19/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Windows and siding have been replaced. Character defining Italianate details include paired brackets at the cornice with fish scale shingles at the gable. Additions are visible from the row.

Property Information

Address 2472 N CLYBOURN AVE
 Number of Stories 2.5
 Construction Date 1890
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Asphalt Shingles
 Outbuildings None
 Additions Rear, Pop-up
 Features Enclosed Porch



Photo by KPa 08/19/2021

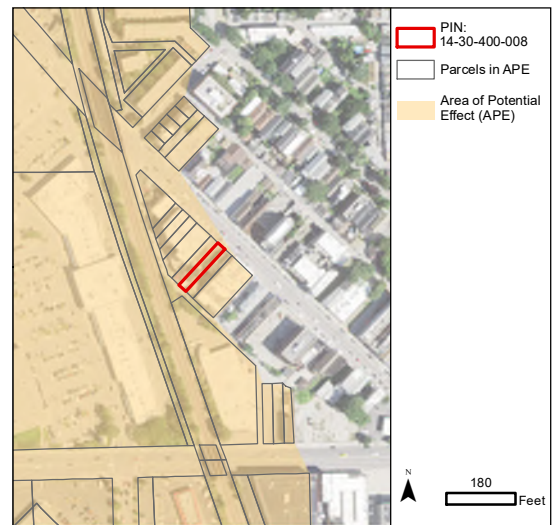
Front façade



Photo by KPa 08/19/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. Windows and siding have been replaced. The character defining architectural details have been removed and additions are visible from the row. The building is set back from street and not at street level.

Property Information

Address 2470 N CLYBOURN AVE
 Number of Stories 2.5
 Construction Date 1890
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Bay, Fixed, Casement
 Window Mat. Vinyl/Fiberglass
 Door Mat. Wood, Glass
 Roof Type Front Gable
 Roof Features Chimney
 Roof Material Not Visible
 Outbuildings Carriage House
 Additions Rear, Pop-up
 Features Open Porch



Photo by KPa 08/19/2021

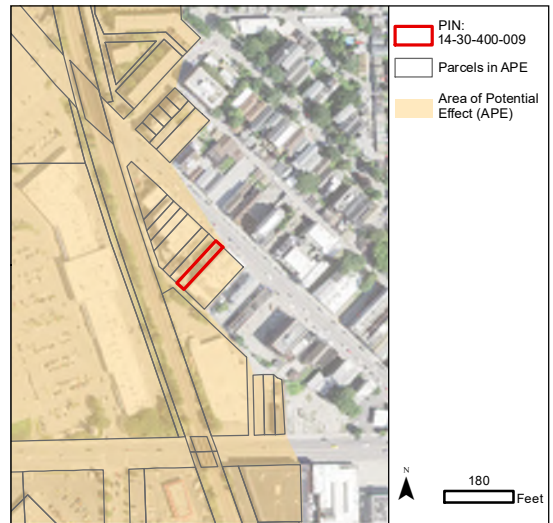
Front façade



Photo by KPa 08/19/2021

Side view

Property Location



Eligibility Assessment Notes: 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. Windows and siding have been replaced. the character defining architectural details have been removed and the roof material has also been changed.

Property Information

Address 1714-1722 WEST FULLERTON AVENUE
Number of Stories 1
Construction Date 2000
Current Use Industry
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/19/2021

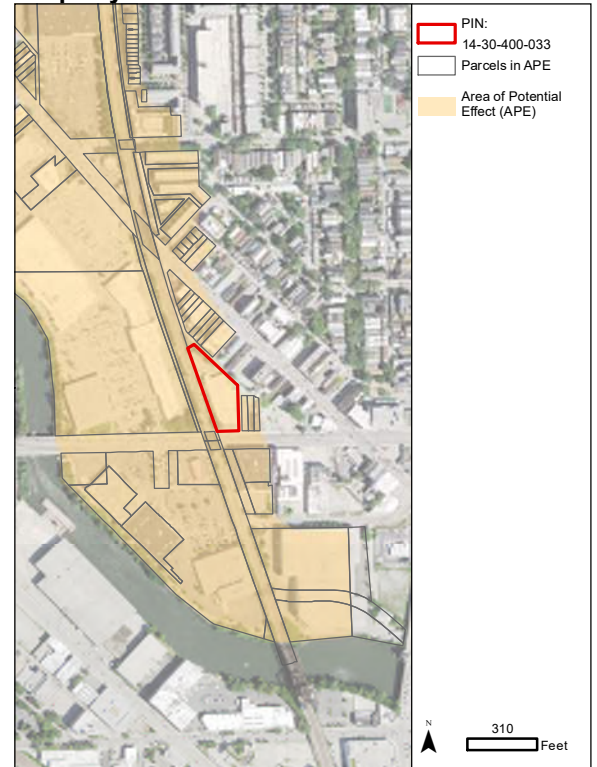
Front façade



Photo by KPa 08/19/2021

Other

Property Location



Property Information

Address 1710 W Fullerton Avenue
Number of Stories N/A
Construction Date N/A
Current Use Property without Structure
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/19/2021

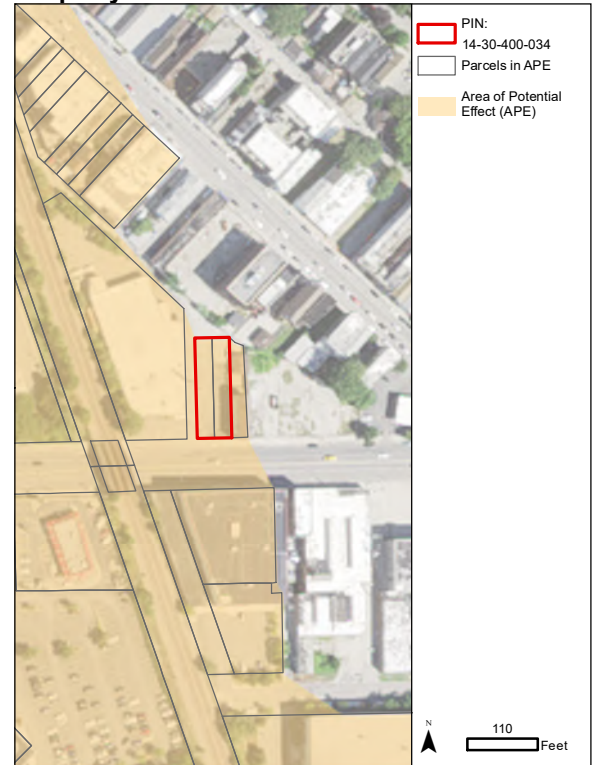
Other



Photo by KPa 08/19/2021

Other

Property Location



Property Information

Address 1704 W FULLERTON AVE
 Number of Stories 2.5
 Construction Date 1891
 Design/Builder Unknown
 Current Use Residence
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Vinyl Siding
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Front Gable
 Roof Features None Visible
 Roof Material Asphalt Shingles
 Outbuildings Garage
 Additions None
 Features None



Photo by KPa 08/19/2021

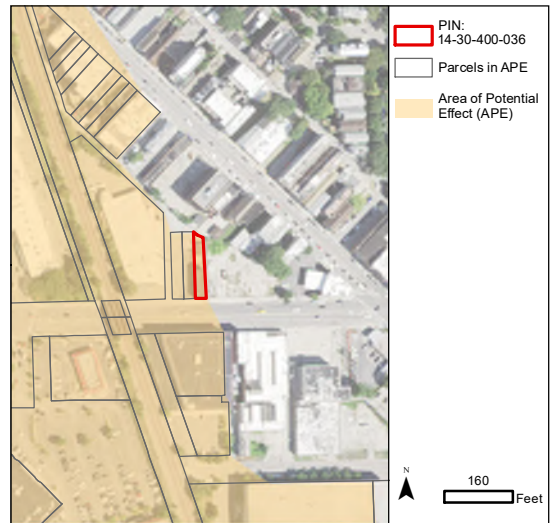
Side view



Photo by KPa 08/19/2021

Side view

Property Location



Eligibility Assessment Notes: 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. Siding and windows have been replaced along with modifications to the openings and the roof. The character defining architectural details have been removed.

Property Information

Address 2464 NORTH CLYBOURN AVENUE
Number of Stories 2
Construction Date 2006
Current Use Business
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/19/2021

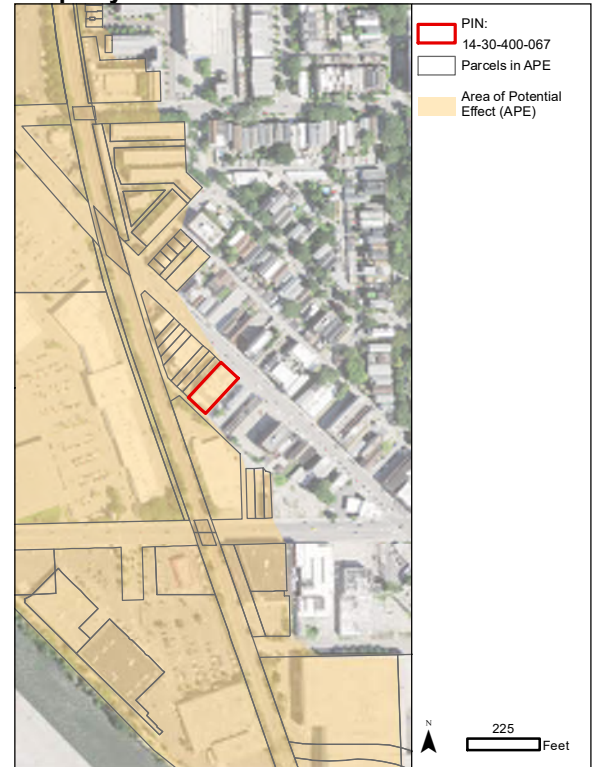
Front façade



Photo by KPa 08/19/2021

Side view

Property Location



Property Information

Address 2614 NORTH CLYBOURN AVENUE
 Number of Stories 5
 Construction Date 1930
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick, Metal Siding
 Window Type Industrial
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions Second Floor
 Features Parapet



Photo by KPa 08/18/2021

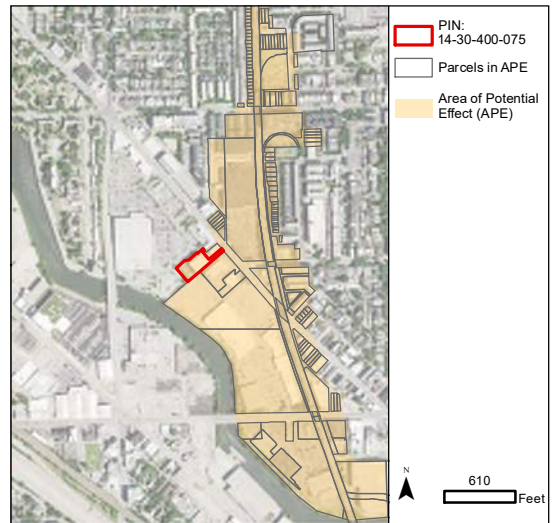
Side view



Photo by KPa 08/18/2021

Side view

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced and some window openings have been modified. The building has been rehabilitated to multiple-family residence. Addition/alteration on the top floor with metal siding and balconies on the top floors are visible from the row.

Property Information

Address 2620 NORTH CLYBOURN AVENUE
 Number of Stories 2.5
 Construction Date 1965
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/18/2021

Front façade



Photo by KPa 08/18/2021

Rear view

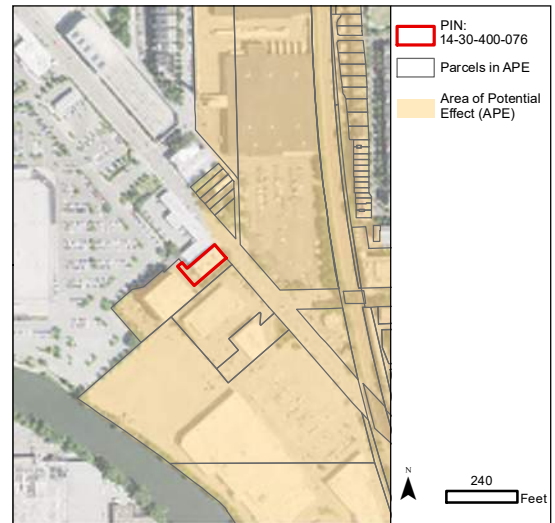
Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Casement, Glass Block, Industrial
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced and window openings have been modified. The building is Utilitarian in design and has been rehabilitated to a multiple-family residence and possesses no character defining details.

Property Information

Address 2600 NORTH CLYBOURN AVENUE
Number of Stories 1
Construction Date 2000
Current Use Business
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/19/2021

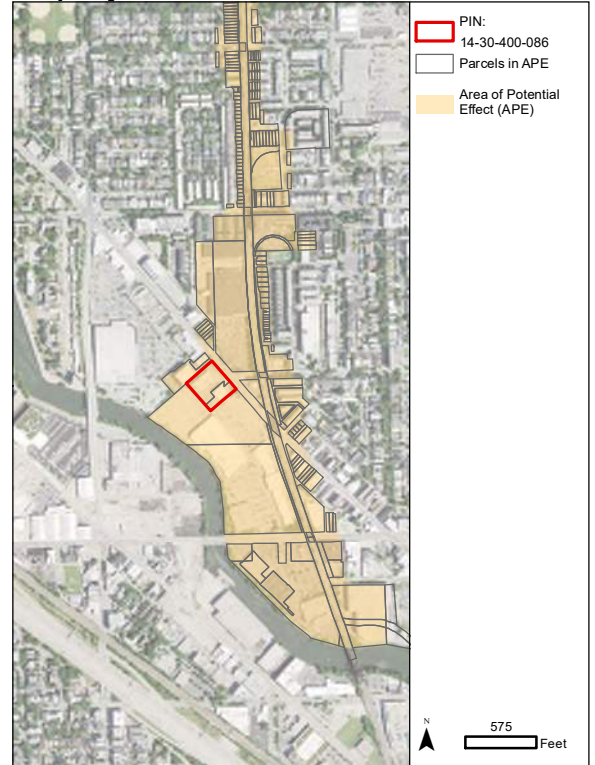
Other



Photo by KPa 08/19/2021

Other

Property Location



Property Information

Address 2647 N CLYBOURN AVE
Number of Stories 1
Construction Date 2010
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/18/2021

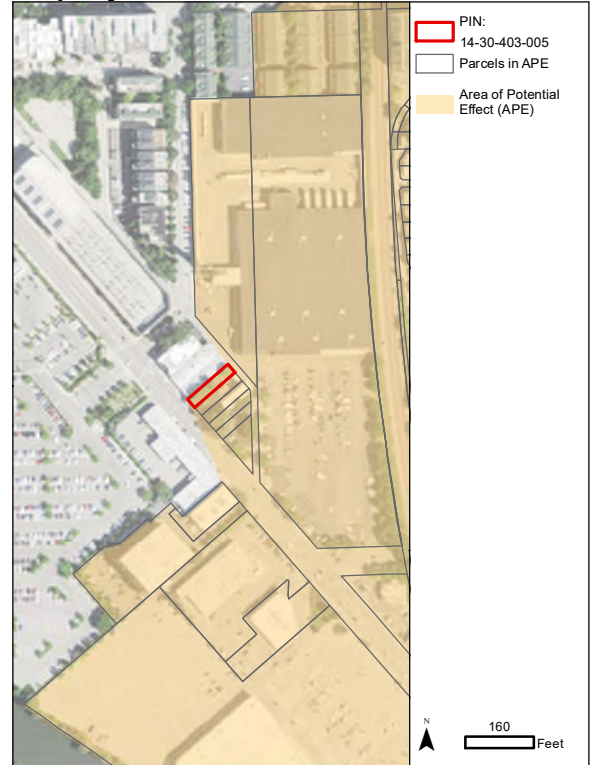
Front façade



Photo by KPa 08/18/2021

Front façade

Property Location



Property Information

Address 2643 N CLYBOURN AVE
 Number of Stories 2
 Construction Date 1905
 Design/Builder Unknown
 Current Use Mixed Use
 Historic Use Mixed Use

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Fair
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung, Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings Shed
 Additions None
 Features Cornice/Belt Course, Parapet



Photo by KPa 08/18/2021

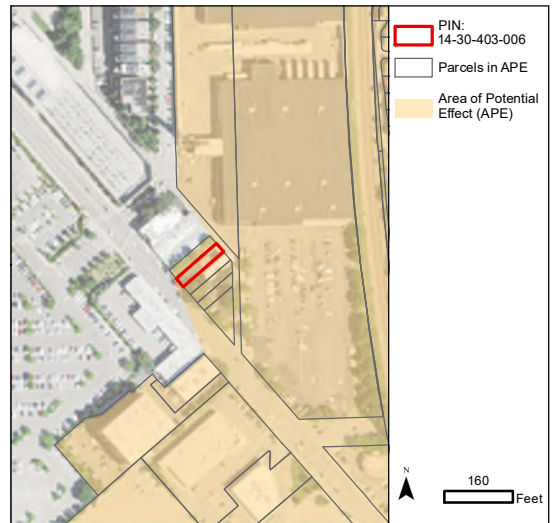
Front façade



Photo by KPa 08/18/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. Windows have been replaced. The character defining architectural details include the dentil cornice on the facade.

Property Information

Address 2639 N CLYBOURN AVE
 Number of Stories 2
 Construction Date 1941
 Design/Builder Unknown
 Current Use Residence
 Historic Use Industry

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D



Photo by KPa 08/18/2021

Front façade



Photo by KPa 08/18/2021

Side view

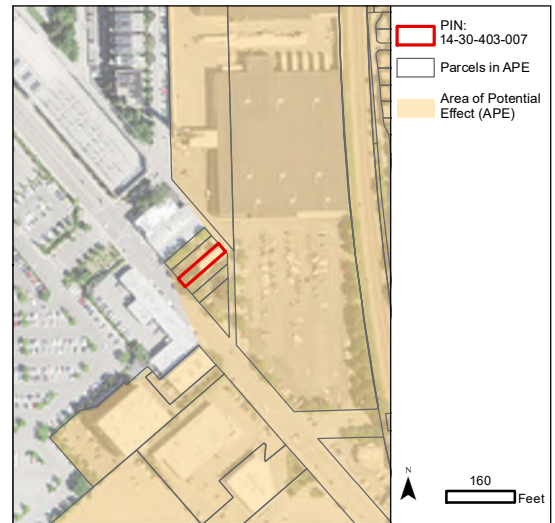
Building Details

Integrity: Fair Condition: Fair
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung, Sliding, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Parapet

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced and window openings have been modified. Character defining features have been removed.

Property Information

Address 2635 N Clybourn Ave
Number of Stories N/A
Construction Date N/A
Current Use Property without Structure
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/18/2021

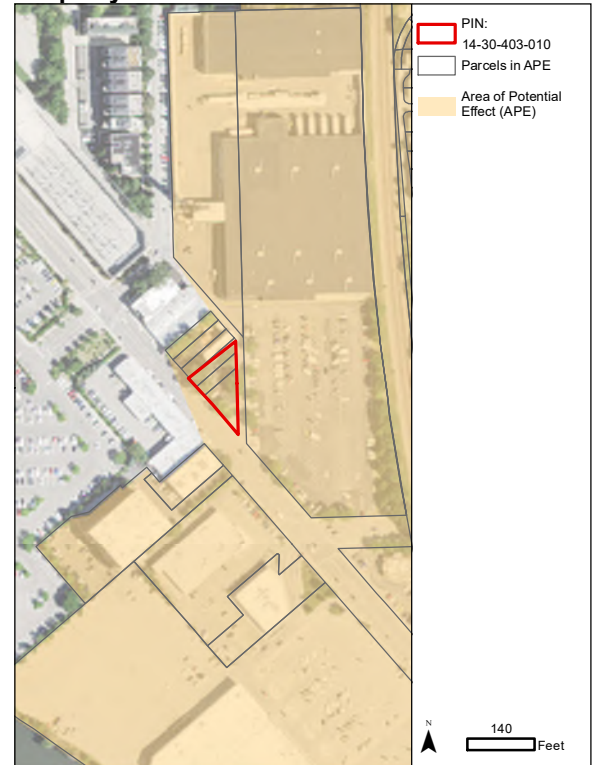
Other



Photo by KPa 08/18/2021

Other

Property Location



Property Information

Address 1760 WEST WRIGHTWOOD AVENUE
 Number of Stories 3.5
 Construction Date 1920
 Design/Builder Unknown
 Current Use Residence
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Double-hung, Fixed
 Window Mat. Vinyl/Fiberglass
 Door Mat. Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions Second Floor
 Features None



Photo by KPa 08/18/2021

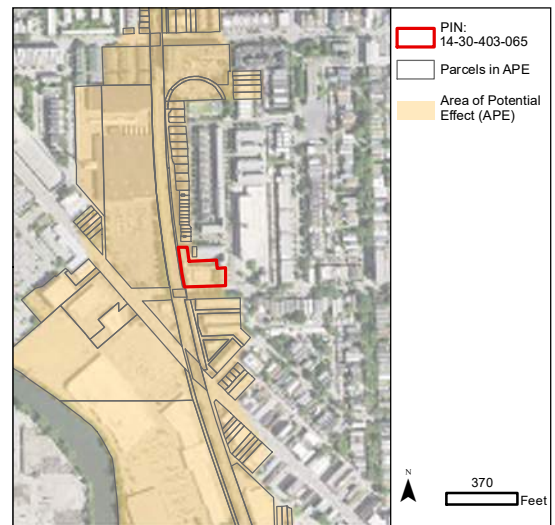
Front façade



Photo by KPa 08/18/2021

Side view

Property Location



Eligibility Assessment Notes: 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. Windows have been replaced. The building has been rehabilitated to a multiple-family residence. The building is Utilitarian in design. Addition on top floor is visible from the row.

Property Information

Address 2601 N Clybourn Ave
Number of Stories 2.5
Construction Date 2000
Current Use Business
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/18/2021

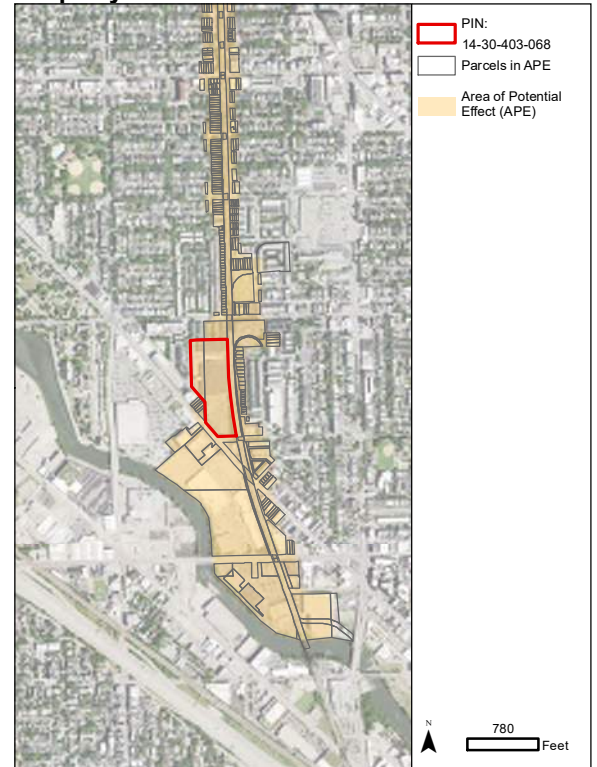
Front façade



Photo by KPa 08/18/2021

Side view

Property Location



Property Information

Address 1801 WEST DIVERSEY PARKWAY
Number of Stories 2.5
Construction Date 2000
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/18/2021

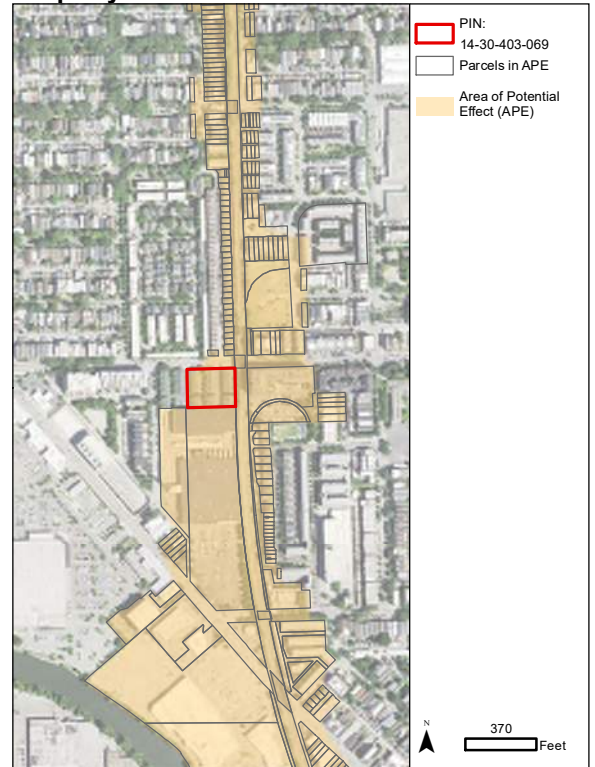
Planning development map



Photo by KPa 08/18/2021

Planning development map

Property Location



Property Information

Address 2733 N HERMITAGE AVE
Number of Stories 3
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

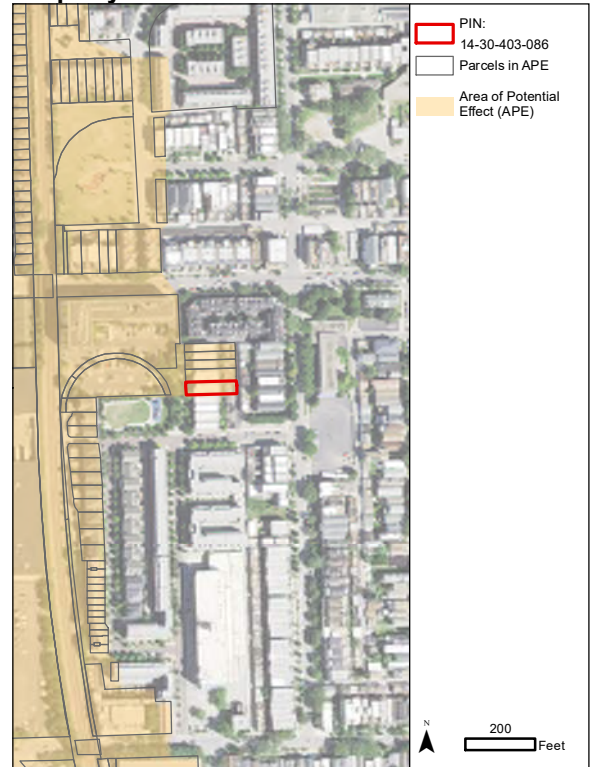
Front façade



Photo by KPa 09/07/2021

Front façade

Property Location



Property Information

Address 2735 N HERMITAGE AVE
Number of Stories 3
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

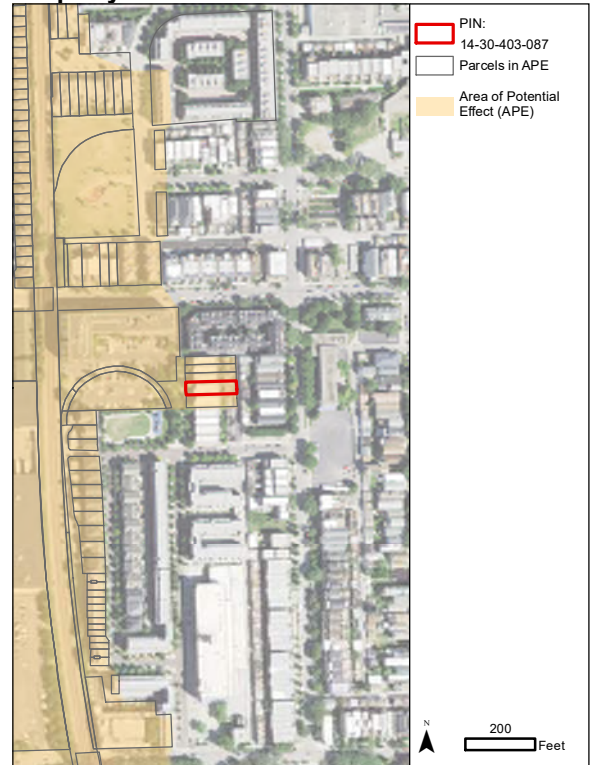
Front façade



Photo by KPa 09/07/2021

Front façade

Property Location



Property Information

Address 2737 N HERMITAGE AVE
Number of Stories 2.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

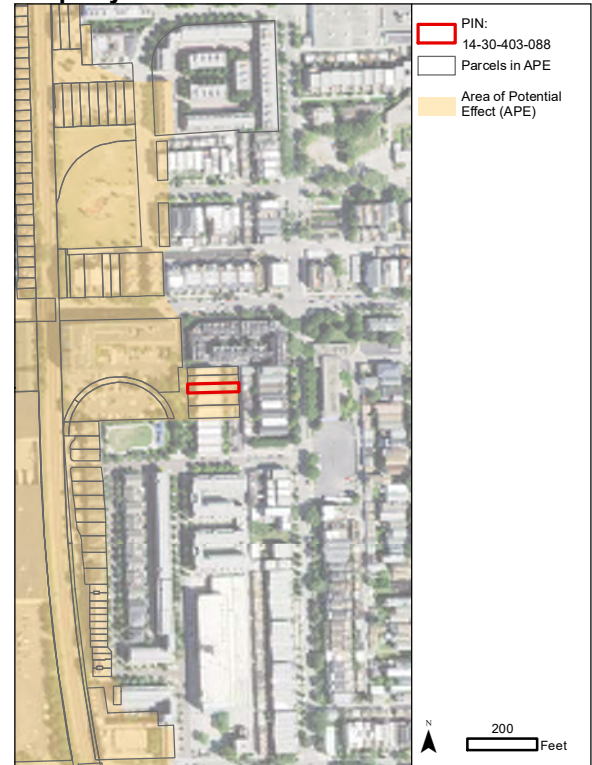
Front façade



Photo by KPa 09/07/2021

Front façade

Property Location



Property Information

Address 2739 N HERMITAGE AVE
Number of Stories 2.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

Front façade

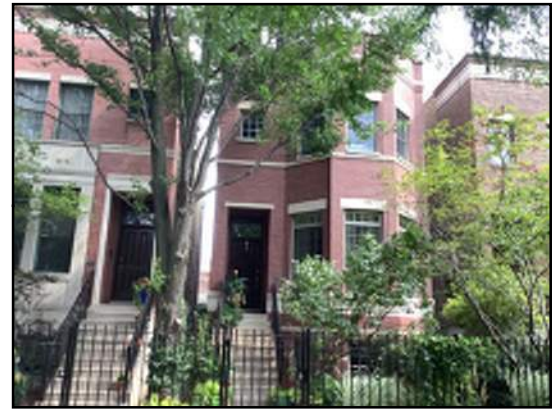
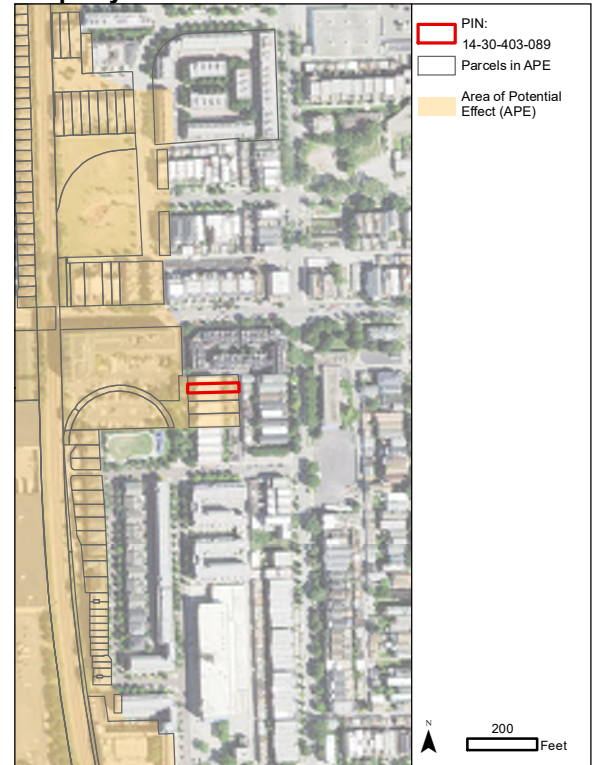


Photo by KPa 09/07/2021

Front façade

Property Location



Property Information

Address 2741 N HERMITAGE AVE
Number of Stories 2.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 09/07/2021

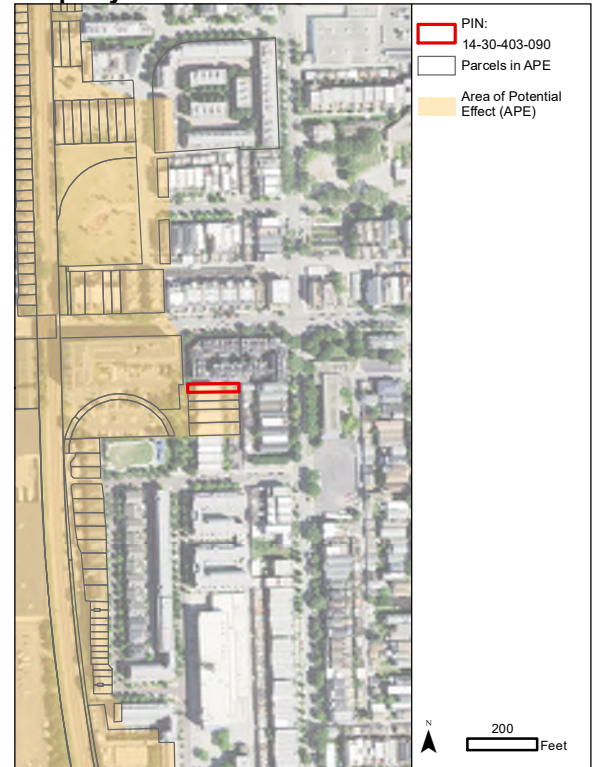
Front façade



Photo by KPa 09/07/2021

Side view

Property Location



Property Information

Address 1735 W DIVERSEY PKY
 Number of Stories 5
 Construction Date 1925
 Design/Builder Unknown
 Current Use Residence
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Fair Condition: Good
 Notes

Arch. Style Utilitarian

Found. Mat. Brick
 Wall Mat. Stone, Brick
 Window Type Double-hung, Sliding
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal, Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions Rear, Second Floor
 Features Enclosed Porch, Cornice/Belt Course, Ornamental Masonry



Photo by KPa 08/18/2021

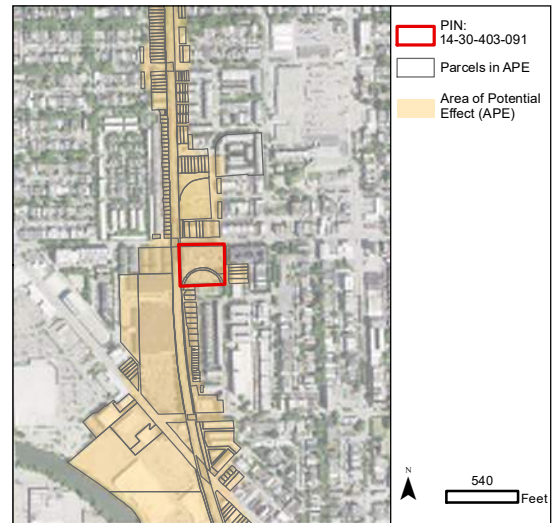
Front façade



Photo by KPa 08/18/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. Two historic buildings remodeled to one multi family residence. Character defining features include limestone belt course, limestone cornice, arched windows on the facade of the building on the west and limestone sills. Alterations include addition on the top floor and a newer addition on the side. The windows have been replaced in the historic building and door openings have been modified.

Property Information

Address 1800-1814 WEST WRIGHTWOOD AVENUE
Number of Stories 1
Construction Date 1995
Current Use Business
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/18/2021

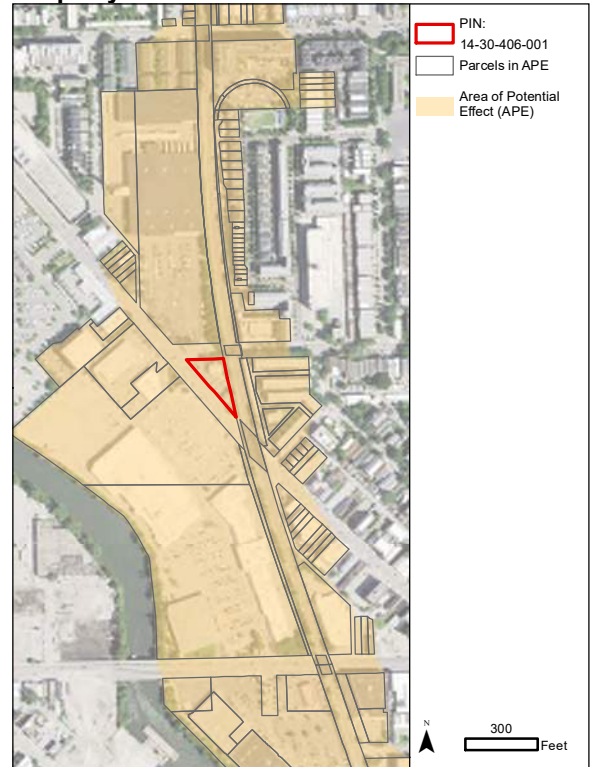
Front façade



Photo by KPa 08/18/2021

Side view

Property Location



Property Information

Address 2515 N CLYBOURN AVE
Number of Stories N/A
Construction Date N/A
Current Use Property without Structure
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/19/2021

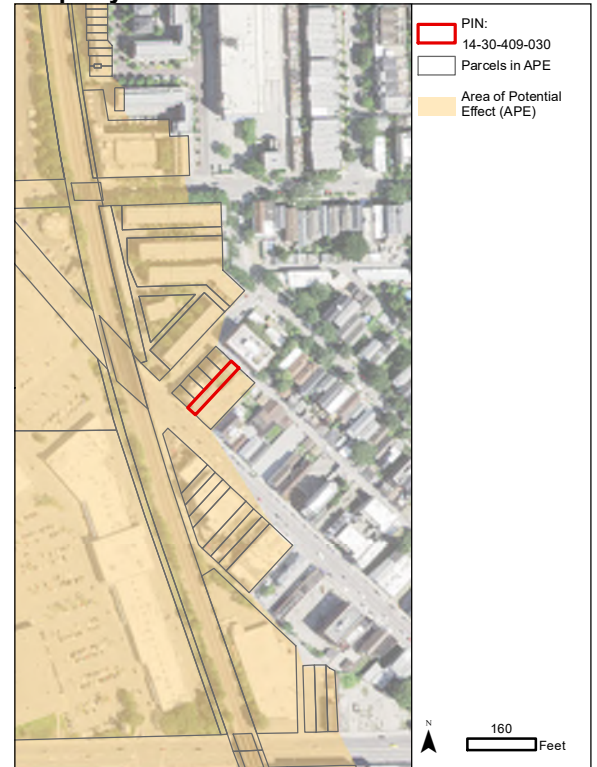
Other



Photo by KPa 08/19/2021

Other

Property Location



Property Information

Address 2511 NORTH CLYBOURN AVENUE
 Number of Stories 1
 Construction Date 1970
 Design/Builder Unknown
 Current Use Business
 Historic Use Business

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Good Condition: Good
 Notes

Arch. Style Mid-Century Modern

Found. Mat. Concrete
 Wall Mat. Stone, Brick
 Window Type Double-hung
 Window Mat. Vinyl/Fiberglass
 Door Mat. Vinyl/Fiberglass
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Cornice/Belt Course, Parapet



Photo by KPa 08/19/2021

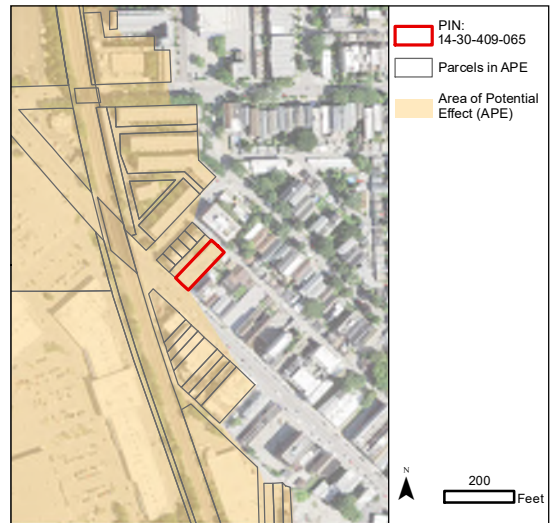
Front façade



Photo by KPa 08/19/2021

Side view

Property Location



Eligibility Assessment Notes: This building does not possess any distinguishing history or architectural features to qualify it as individually eligible for National Register listing. The building is Utilitarian in design.

Property Information

Address 1743-51 W TERRA COTTA PL
Number of Stories 4.5
Construction Date 2001
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/19/2021

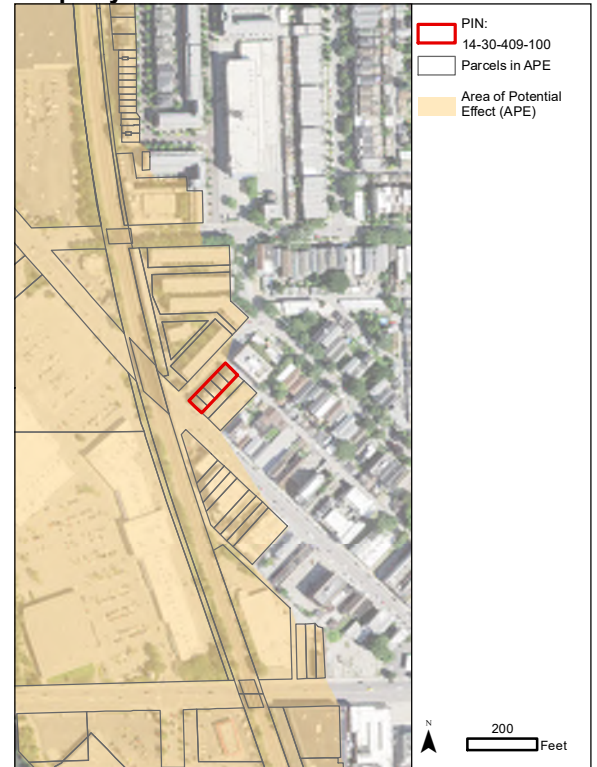
Side view



Photo by KPa 08/19/2021

Side view

Property Location



Property Information

Address 1705-1711 WEST FULLERTON AVENUE
 Number of Stories 3
 Construction Date 1898
 Design/Builder Unknown
 Current Use Business
 Historic Use Residence

Designations

Local Landmark No
 HARGIS Number

National Register

Individually Listed No Individually Eligible No
 Significance Criteria A B C D

Building Details

Integrity: Poor Condition: Good
 Notes

Arch. Style Victorian-era

Found. Mat. Not Visible
 Wall Mat. Brick
 Window Type Fixed, Glass Block
 Window Mat. Vinyl/Fiberglass
 Door Mat. Glass, Metal
 Roof Type Flat
 Roof Features None Visible
 Roof Material Not Visible
 Outbuildings None
 Additions None
 Features Ornamental Masonry



Photo by KPa 08/19/2021

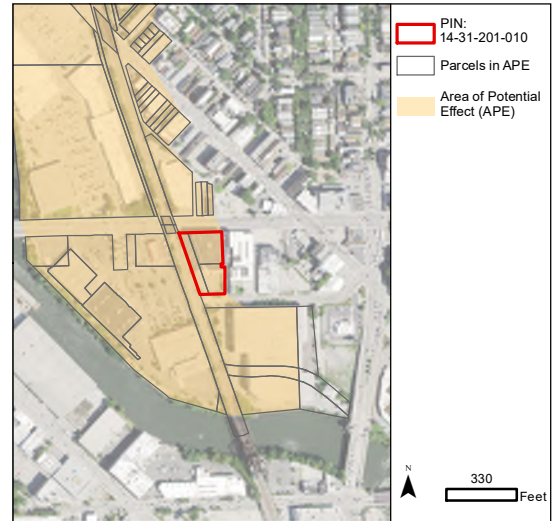
Front façade



Photo by KPa 08/19/2021

Front façade

Property Location



Eligibility Assessment Notes: 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. The group of buildings is merged together and used as public storage now. Adaptive reuse that included only the historic façade with the removal of character defining features and alteration of openings.

Property Information

Address 1625-1639 WEST MEDILL AVENUE
Number of Stories 3
Construction Date 2000
Current Use Institutional
Historic Use N/A

Building Eligibility Notes:

Resource has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional.



Photo by KPa 08/19/2021

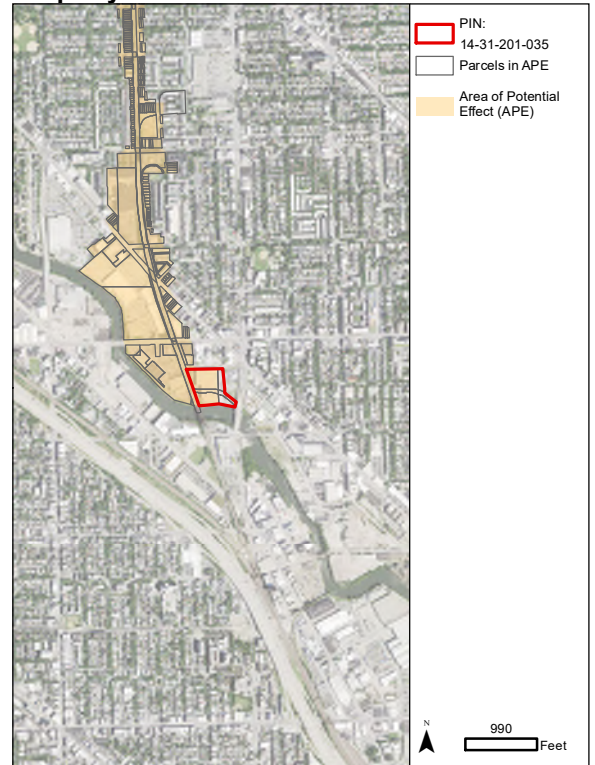
Side view



Photo by KPa 08/19/2021

Side view

Property Location



Property Information

Address 1730-1840 Fullerton & 2536-70 Clybourn
 Number of Stories 1
 Construction Date 1990
 Current Use Business
 Historic Use N/A

Building Eligibility Notes:

The resources in this boundary have been grouped to align with how they were developed. This property was approved for development through the City of Chicago Planned Development procedures. The development approval for this property is less than 45 years old, and thus the entire resource group has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional. The original site map provided in the Planned Development application is below.

Planning Development Area Map

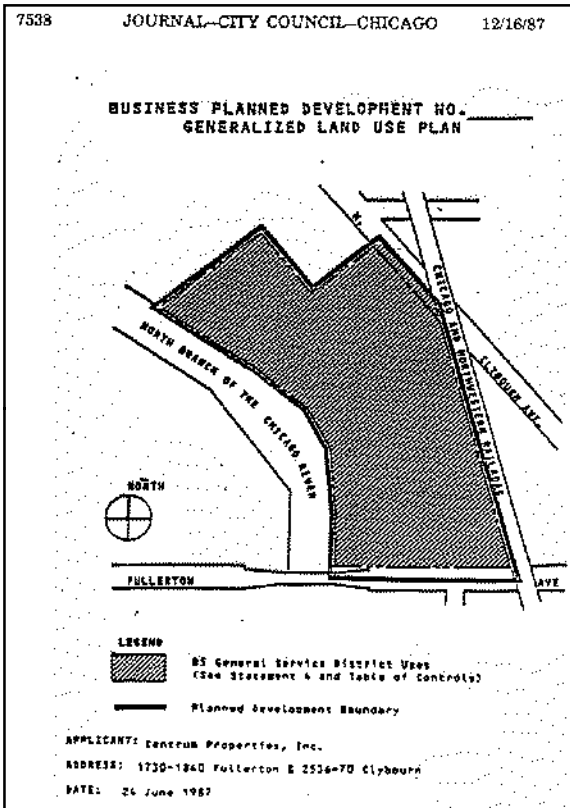


Photo by KPa 08/18/2021

Other



Photo by KPa 08/18/2021

Other

Property Location



Property Information

Address 1761 West Wrightwood Avenue
 Number of Stories 3
 Construction Date 1995
 Current Use Residence
 Historic Use N/A

Building Eligibility Notes:

The resources in this boundary have been grouped to align with how they were developed. This property was approved for development through the City of Chicago Planned Development procedures. The development approval for this property is less than 45 years old, and thus the entire resource group has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional. The original site map provided in the Planned Development application is below.

Planning Development Area Map

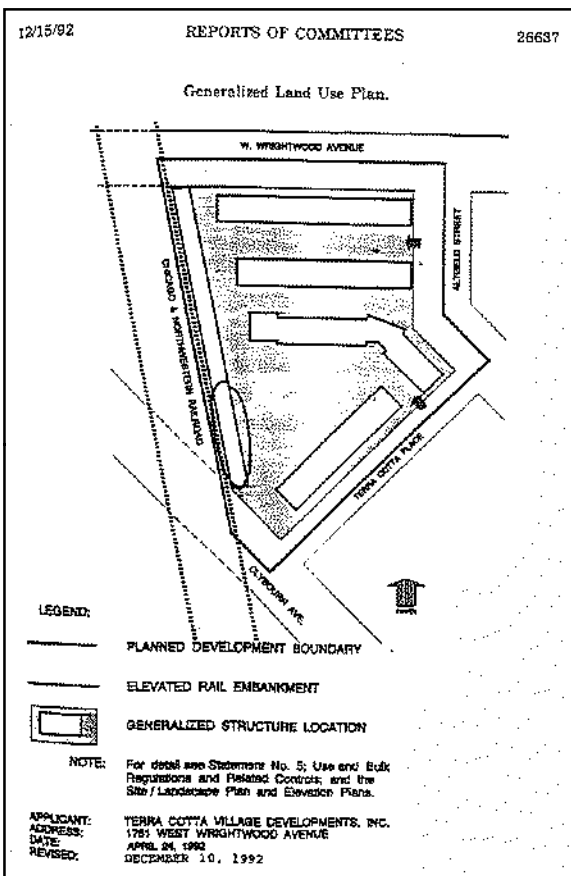


Photo by KPa 08/18/2021

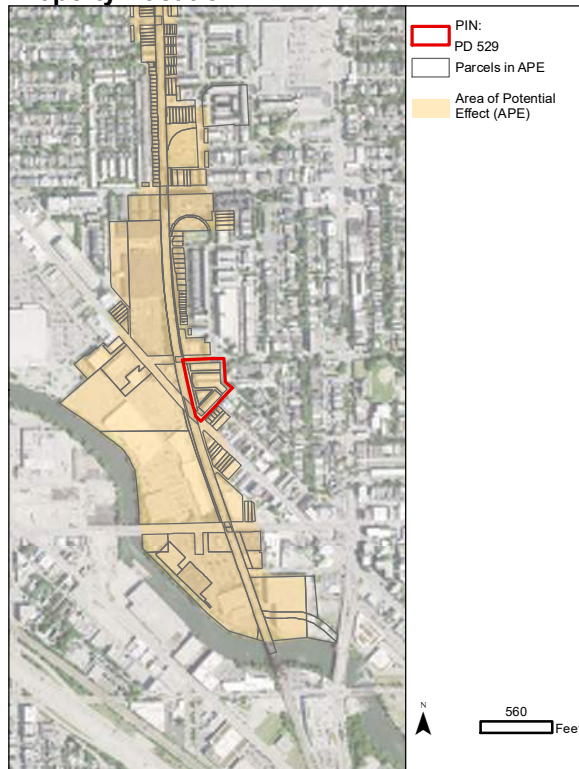
Side view



Photo by KPa 08/18/2021

Side view

Property Location



Property Information

Address 1774 W. Diversey Pkwy
 Number of Stories 2.5
 Construction Date 2000
 Current Use Residence
 Historic Use N/A

Building Eligibility Notes:

The resources in this boundary have been grouped to align with how they were developed. This property was approved for development through the City of Chicago Planned Development procedures. The development approval for this property is less than 45 years old, and thus the entire resource group has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional. The original site map provided in the Planned Development application is below.

Planning Development Area Map

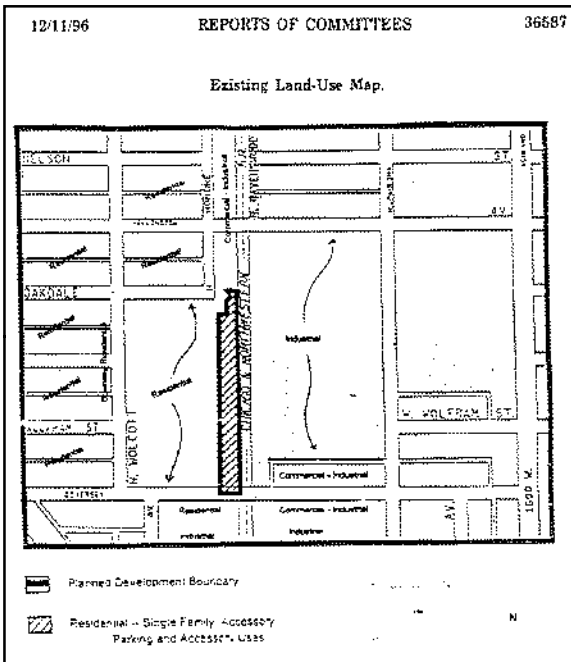


Photo by KPa 09/07/2021

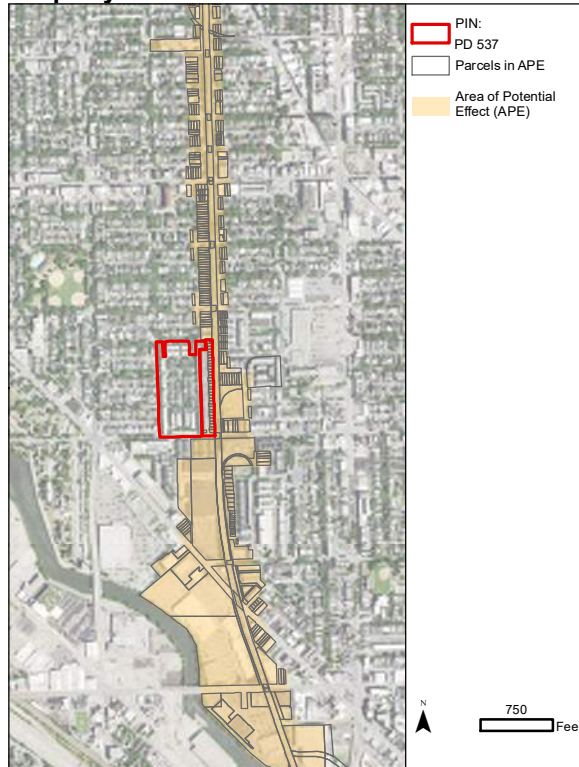
Planning development map



Photo by KPa 09/07/2021

Planning development map

Property Location



Property Information

Address 1801 W. Fullerton Pkwy
 Number of Stories 1
 Construction Date 2000
 Current Use Business
 Historic Use N/A

Building Eligibility Notes:

The resources in this boundary have been grouped to align with how they were developed. This property was approved for development through the City of Chicago Planned Development procedures. The development approval for this property is less than 45 years old, and thus the entire resource group has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional. The original site map provided in the Planned Development application is below.

Planning Development Area Map

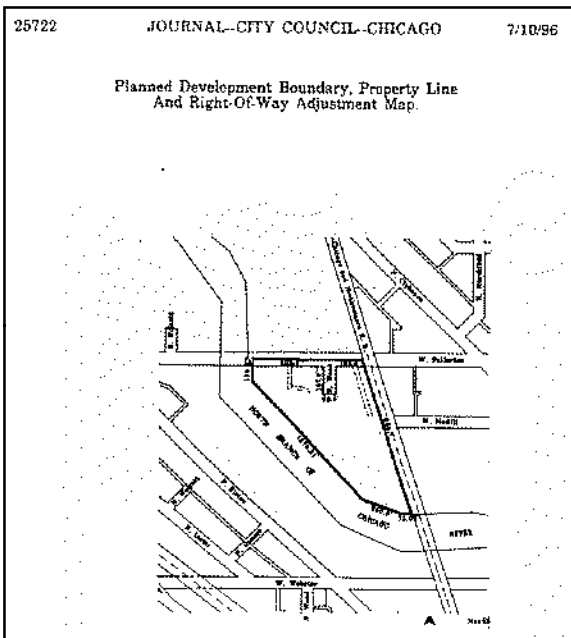


Photo by KPa 08/19/2021

Planning development map



Photo by KPa 08/19/2021

Planning development map

Property Location



Property Information

Address 1720 W. George Street
 Number of Stories 3.5
 Construction Date 2000
 Current Use Residence
 Historic Use N/A

Building Eligibility Notes:

The resources in this boundary have been grouped to align with how they were developed. This property was approved for development through the City of Chicago Planned Development procedures. The development approval for this property is less than 45 years old, and thus the entire resource group has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional. The original site map provided in the Planned Development application is below.

Planning Development Area Map

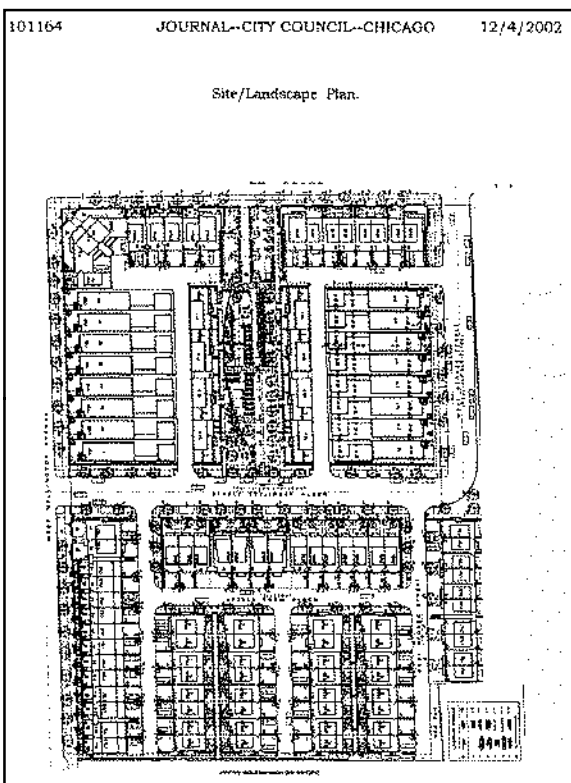


Photo by KPa 08/17/2021

Front façade



Photo by KPa 08/17/2021

Front façade

Property Location



Property Information

Address 1758-1760 W. Diversey Pkwy, 2814-2844 N. Paulina Street
 Number of Stories 3
 Construction Date 2000
 Current Use Residence
 Historic Use N/A

Building Eligibility Notes:

The resources in this boundary have been grouped to align with how they were developed. This property was approved for development through the City of Chicago Planned Development procedures. The development approval for this property is less than 45 years old, and thus the entire resource group has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional. The original site map provided in the Planned Development application is below.

Planning Development Area Map

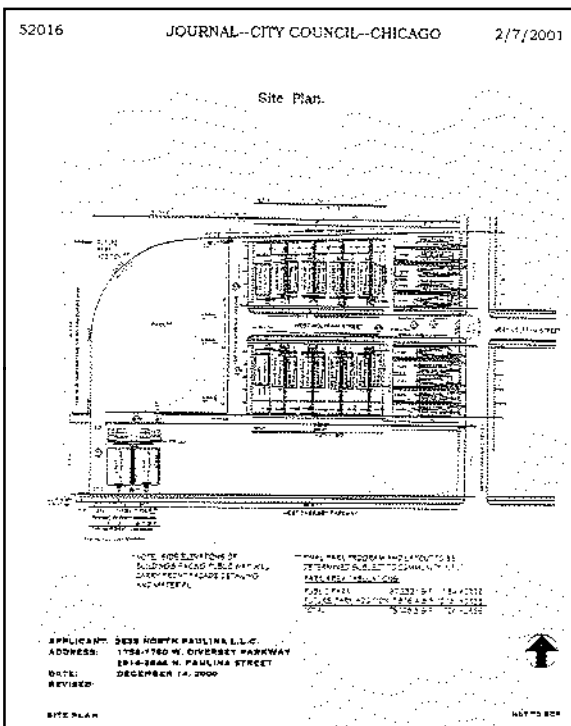


Photo by KPa 08/18/2021

Planning development map



Photo by KPa 08/18/2021

Planning development map

Property Location



Property Information

Address 1740 W. Wrightwood
 Number of Stories 3.5
 Construction Date 2005
 Current Use Residence
 Historic Use N/A

Building Eligibility Notes:

The resources in this boundary have been grouped to align with how they were developed. This property was approved for development through the City of Chicago Planned Development procedures. The development approval for this property is less than 45 years old, and thus the entire resource group has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional. The original site map provided in the Planned Development application is below.

Planning Development Area Map

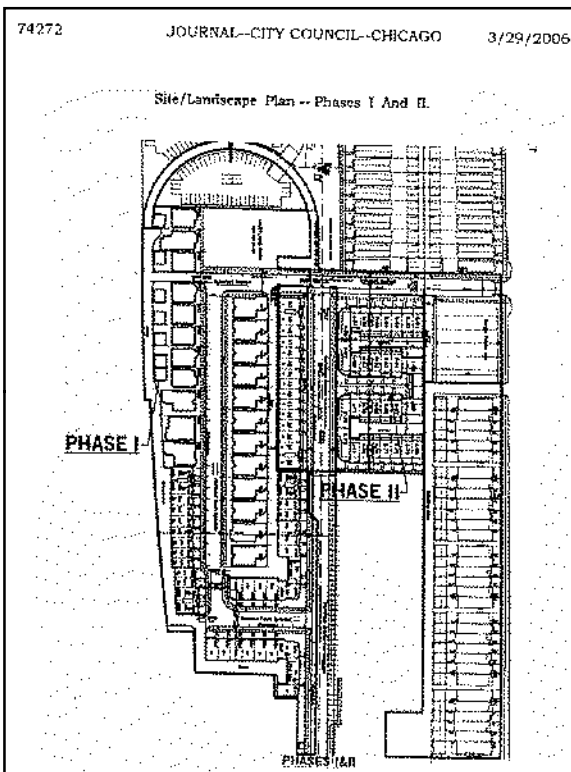


Photo by KPa 08/18/2021

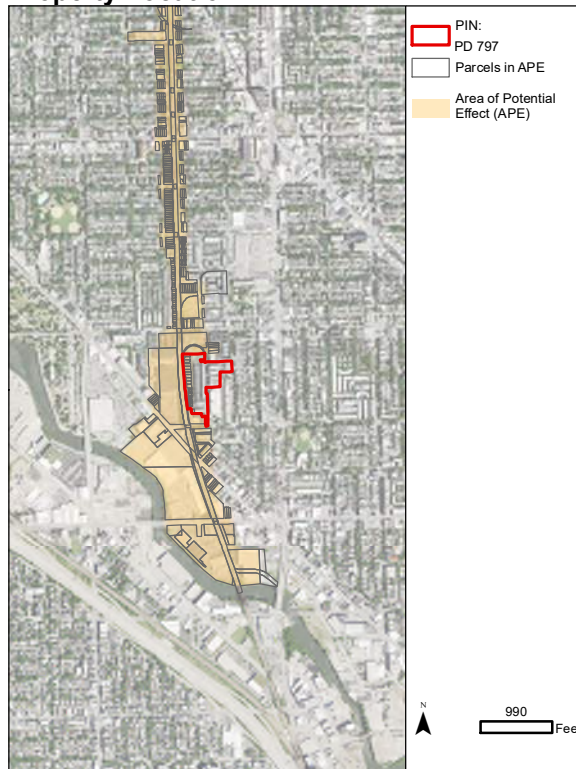
Planning development map



Photo by KPa 08/18/2021

Planning development map

Property Location



Property Information

Address 2900 N. Paulina
Number of Stories 3
Construction Date 2000
Current Use Residence
Historic Use N/A

Building Eligibility Notes:

The resources in this boundary have been grouped to align with how they were developed. This property was approved for development through the City of Chicago Planned Development procedures. The development approval for this property is less than 45 years old, and thus the entire resource group has been determined as not eligible due to not meeting age requirements and being otherwise unexceptional. The original site map provided in the Planned Development application is below.

Planning Development Area Map

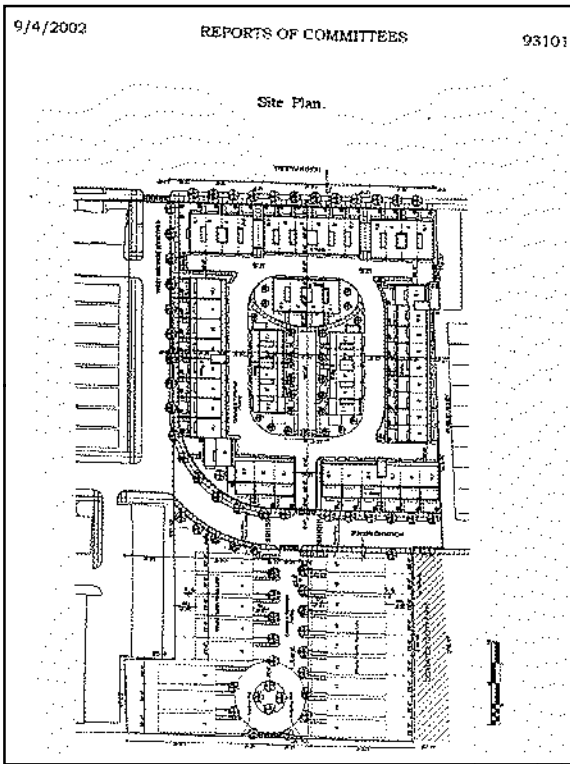


Photo by KPa 08/18/2021

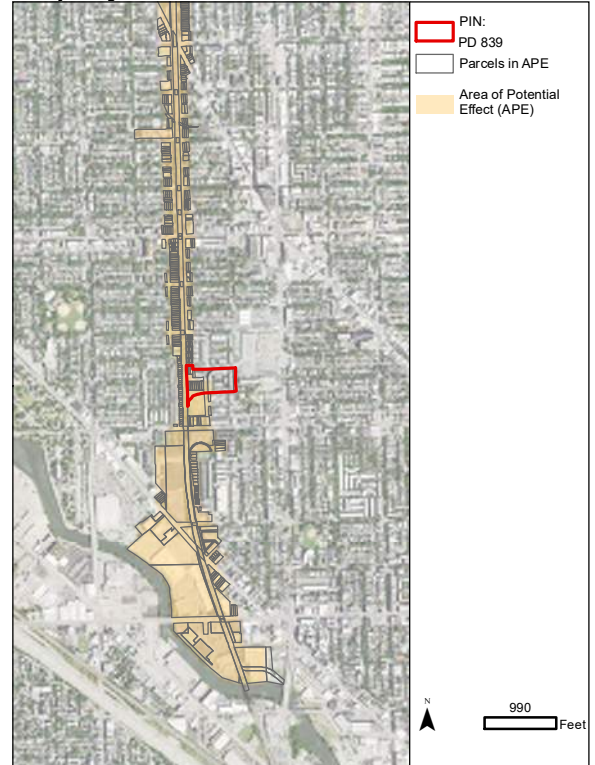
Planning development map



Photo by KPa 08/18/2021

Planning development map

Property Location



Appendix C

Reference List

Works Cited

The following list includes resources that were cited in the report, organized in chronological order. A footnote has also been included at the in-text citation.

Illinois State Archaeological Survey. n.d. "Illinois Archaeological Predictive Model (IAPM)." Accessed August 30, 2021, <https://www.isas.illinois.edu/cms/One.aspx?portalId=260711&pageId=1233004>.

U.S. Department of the Interior, National Park Service, Cultural Resources. 1997. "How to Apply the National Register Criteria for Evaluation." National Register Bulletin, Accessed December 8, 2021, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

Metra. n.d. "Union Pacific North." Accessed November 23, 2021, <https://metra.com/union-pacific-north>.

Metra. n.d. "Chicago & North Western." Accessed October 9, 2021, <https://metra.com/chicago-north-western>.

Western Society of Engineers. 1902. "Transactions of the American Society of Civil Engineers," *Journal of Western Society of Engineers*, 7: 353. [https://books.google.com/books?id=pf47AQAAMAAJ&pg=RA1-PA353&lpg=RA1-PA353&dq=moritz%20Blassig&source=bl&ots=9uKz5X9Mlq&sig=ACfU3U0217p32nV24J36Ttp rNLPbZOnIlgA&hl=en&sa=X&ved=2ahUKEwj8ITahOPxAhVSVc0KHZVoBSYQ6AEwDXoECAIQAw#v=onepage&q=moritz%20lassig&f=false, 353].

Chicago Tribune. 1956. "City Removes Pillars from Intersection – Act for Safety of Motorists." September 28, 1956. Accessed August 31, 2021

Biles, R. n.d. "Daley's Chicago." *Encyclopedia of Chicago*. Accessed October 9, 2021, <http://www.encyclopedia.chicagohistory.org/pages/1722.html>.

Seligman, A. n.d. "Lake View." *Encyclopedia of Chicago*. Accessed August 31, 2021, <http://www.encyclopedia.chicagohistory.org/pages/715.html>.

Seligman, A. n.d. "Lincoln Park." *Encyclopedia of Chicago*, Accessed August 31, 2021, <http://www.encyclopedia.chicagohistory.org/pages/746.html>.

Seligman, A. n.d. "North Center." *Encyclopedia of Chicago*, Accessed August 31, 2021, <http://www.encyclopedia.chicagohistory.org/pages/899.html>.

The Pen Family. n.d. "Our Story: Wahl-Eversharp." Accessed December 9, 2021, <https://thepenfamily.com/pages/our>.

Chicago Tribune. 1988. "Condos to Erase Traces of Pencil Factory." February 13, 1988. Accessed October 9, 2021. <https://www.chicagotribune.com/news/ct-xpm-1988-02-13-8803300238-story.html>

Hadley, C. "Roscoe Village – Then and Now." Roscoe Village Neighbors. Accessed March 18, 2021, <https://www.roscoevillage.org/about/history/>.

Monastery Hill Bindery. "Monastery Hill Bindery History" Accessed April 7, 2018, <https://monasteryhill.com/why-monastery-hill/history/>.

Advisory Council on Historic Preservation. "Court Rules on Definitions; Informs Agencies on Determining Effects." Accessed November 24, 2021. <https://www.achp.gov/news/court-rules-definitions-informs-agencies-determining-effects>

Schmidt, Andrew J., and Daniel R. Pratt, June 2007. Rep. *Minnesota Statewide Historic Railroads Study Project Report*. Minnesota Department of Transportation. Accessed December 15, 2021.

Schmidt, Andrew J., Daniel R. Pratt, Andrea C. Vermeer, and Betsy H. Bradley, "Railroads in Minnesota 1862-1956," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 2013).

Additional Secondary Sources

The following list includes secondary resources that were used as part of the research for this analysis but were not specifically cited within the report.

Casey, Robert J., and W.A.S. Douglas. 1948. *Pioneer Railroad: The Story of the Chicago and North Western System*. New York, NY: Whittlesay House.

Chicago (Ill.) Track Elevation Department. "Track Elevation Within the Corporate Limits of the City of Chicago from January 1, 1909, to June 30, 1911". United States: Barnard, 1911.

Ebner, Michael H. "Lake County, IL". *Encyclopedia of Chicago*. Accessed January 25, 2022, <http://www.encyclopedia.chicagohistory.org/pages/706.html>

Frary, C. A., 1921. "What We Have Learned in Marketing Eversharp". *Printers Ink*, Volume 116, July-September 1921. Decker Communications, Incorporated, 1921.

Gehl, Paul F. "Printing." *Encyclopedia of Chicago*. Accessed December 7, 2021. <http://www.encyclopedia.chicagohistory.org/pages/1010.html>.

Grant, H. Roger. 1996. *The North Western: A History of the Chicago & North Western Railway System*. DeKalb, IL: Northern Illinois University Press.

Petroski, Henry. 2016. *The Pencil: A History of Design and Circumstance*. New York: Alfred A. Knopf.

Scribbins, Jim. 1982. *The 400 Story: Chicago & North Western's Premier Passenger Trains*. Park Forest, IL: PTJ Publishing.

Young, D. 2005. *The Iron Horse and the Windy City: How Railroads Shaped Chicago*. DeKalb, IL: Northern Illinois University Press.

Raymer, Walter. "Track Elevation Within the Corporate Limits of the City of Chicago from January 1, 1909, to June 30, 1911". United States: Barnard, 1911.

This page intentionally left blank.

Appendix D

Survey and Research Personnel

The attached historic preservation report was prepared by the following personnel who meet the Secretary of Interior’s Professional Qualifications Standards.

Name, Title	Qualifications	Responsibility
Ellen Stoner, Principal in Charge	Master of Architecture, Specializing in Historic Preservation 28 Years of Experience	Quality Control/Quantity Assurance Field Investigation Determination of NRHP Eligibility Report Editing
Katherine Pohl, Architectural Historian	Master of Architecture, Specializing in Historic Preservation 5 Years of Experience	Field Investigation and Survey Determination of NRHP Eligibility
Kesha Patel, Architectural Historian	Master of Science in Historic Preservation 2 Years of Experience	Field Investigation and Survey Report Writing Determination of NRHP Eligibility Property Research Report Editing
Annabelle Grish, Architectural Historian	Master of Urban Planning and Policy 4 Years of Experience	Report Editing

This page intentionally left blank.

Appendix E

Draft Unanticipated Discovery Plan

UNION PACIFIC NORTH REBUILD: FULLERTON TO ADDISON PLAN AND PROCEDURES FOR THE UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES AND HUMAN SKELETAL REMAINS

INTRODUCTION

Archaeological and historical sites occasionally are discovered during construction projects, regardless of whether the project area has been subjected to a complete and thorough pre-construction cultural resources survey. When the initial steps in the Section 106 process indicate that cultural resources could be discovered, an unexpected discovery plan is developed in case they are identified during construction. This document contains the Federal Transit Administration's (FTA) and Metra's plan for addressing unanticipated discoveries during the construction of the proposed Union Pacific North Rebuild: Fullerton to Addison Project in Cook County, Illinois. The project is sponsored by Metra, the commuter rail provider in the Chicago metropolitan area.

The following steps will be taken in the event that unidentified cultural resources are encountered by a Metra inspector, a contractor, or subcontractor during the proposed undertaking.

- 1) Halt Work. Construction activities within a 30 by 30 m (100 by 100 ft) of the unidentified cultural resource will be halted, and the discovery protected from further disturbance. The on-site construction supervisor will have the authority and responsibility to halt construction in the immediate area of the find.
- 2) Notify Project Manager and Cultural Resources Contractor. The Metra construction supervisor (inspector, contractor, or subcontractor) on-site when the discovery is made will notify the Metra Project Manager and the Construction Contractor.
- 3) Notify FTA. The Metra Project Manager will notify FTA representative.
- 4) Protect the Site. The Metra Project Manager will arrange for security to protect the unidentified cultural resource.
- 5) Notify SHPO. The FTA and the construction team will notify the Illinois Historic Preservation Officer (SHPO) of the discovery.
- 6) Resources Assessment. The Construction Contractor's cultural resources professional archaeologist will assess and provide as much information as possible regarding the nature and potential size of the resource.

If the unanticipated discovery is determined through consultation with FTA and the SHPO to be ineligible for inclusion to the National Register of Historic Places (NRHP), construction will resume following written authorization by the SHPO.

If the resource is deemed to be potentially significant and therefore potentially eligible for inclusion to the NRHP by FTA in consultation with SHPO, then a plan of action will be formulated in consultation with the SHPO, FTA, and Metra. This plan could include avoidance strategies, resource evaluation, or resource mitigation. The final plan will be sent to the SHPO for review and comment. All parties involved in this consultation process will be expected to respond and react as efficiently as possible. Further construction work in the area of the unexpected discovery will cease until the actions of the formulated plan are completed.

- 7) Report. The cultural resources and the actions taken to address them will be documented in a written report that will be submitted to FTA and SHPO. The report format will be determined by the level of effort required.

SPECIAL PROCEDURES FOR DISCOVERY OF HUMAN REMAINS

Any human skeletal remains, regardless of ethnic origin, will at all times be treated with dignity and respect.

The following steps will be taken in the event that human remains are encountered by a Metra inspector, a contractor, or subcontractor during the proposed undertaking.

- 1) Halt Work. Construction activities within a 30 by 30 m (100 by 100 ft) of the human remains will be halted, and the discovery protected from further disturbance. The on-site construction supervisor will have the authority and responsibility to halt construction in the immediate area of the find.
- 2) Notify Project Manager and Cultural Resources Contractor. The Metra construction supervisor (inspector, contractor, or subcontractor) on-site when the discovery is made will notify the Metra Project Manager or the Construction Contractor's cultural resources professional.
- 3) Notify Authorities. The Metra construction supervisor (inspector, contractor, or subcontractor) on-site when the discovery is made will notify the local law enforcement agency; local law enforcement may in turn contact the Cook County Coroner.
- 4) Notify FTA. The Metra Project Manager will notify FTA representative.
- 5) Protect the Site. The Metra Project Manager will arrange for security to protect the suspected burial from vandalism.

If, in consultation between local law enforcement and the Construction Contractor's cultural resources consultant, the remains are found to be non-archaeological (modern) in nature:

- 6) Defer to law enforcement personnel and County Medical Examiner. No engagement of SHPO is necessary.

If in consultation between local law enforcement and the Construction Contractor's cultural resources consultant the remains are found to be archaeological (*not* modern) in nature:

- 7) Notify SHPO. The FTA and the Construction Contractor's cultural resources professional will notify SHPO of the discovery.
- 8) Engage in Consultation. Metra, through their Construction Contractor's cultural resources consultant, will engage in consultation with SHPO and FTA to ensure that all provisions of the Native American Graves Protection and Repatriation Act (NAGPRA) are followed and to determine the potential National Register of Historic Places significance of the find. Sufficient archaeological review will be performed to assess ethnic origin. Several courses of action may proceed from this point, depending on the ethnic origin of the remains and the eligibility finding. Additional archaeological work may be performed as required/approved by the SHPO and FTA.

FTA and Metra recognize the importance of providing careful and respectful treatment for human remains recovered as an unanticipated discovery or as part of an archaeological investigation. In the event of an unanticipated discovery of human remains, Metra, through FTA, will consult with the appropriate Native American groups previously identified and contacted through the Section 106 consultation process (Miami Tribe of Oklahoma, Forest County Potawatomi Community, Citizen Potawatomi Nation, Hannahville Indian Community Michigan, Kickapoo Tribe of Oklahoma, Little Traverse Bay Bands Menominee Indian Tribes of Wisconsin, and Prairie Band Potawatomi Nation). Lastly, in coordination with the SHPO and other interested parties, a decision will be made for the treatment of the remains (e.g., reburial, preservation in place, scientific study, sacred rituals, or a combination thereof).

- 9) Final Disposition of Remains. Metra, through their cultural resources consultant, will engage in consultation with SHPO and FTA to coordinate the proper removal of the remains or the need for preservation in place. In the event the human remains need to be removed, all applicable state and local laws concerning the relocation of human remains will be adhered to. Only after a SHPO/FTA approved plan for dealing with the human remains has been finalized may construction resume.
- 10) Report. The human remains and the actions taken to address them will be documented in a written report that will be submitted to FTA and SHPO. The report format will be determined by the level of effort required.

Appendix F

Sanborn Maps of Industrial Corridors



NEPA-BRIDGES

NEPA-BRIDGES

Chicago, IL 60657

Inquiry Number: 6537815.6

June 15, 2021

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Sanborn Maps - W. Wellington Street



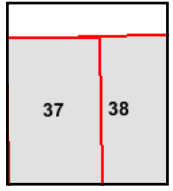
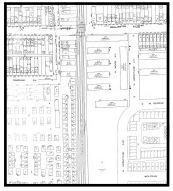
The certified Sanborn Library search results in this report can be authenticated by visiting www.edr.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification # 0446-4A85-936A

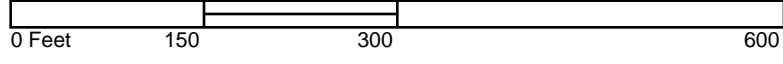
Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/15/2021
 Certification # 0446-4A85-936A
 Copyright 2004

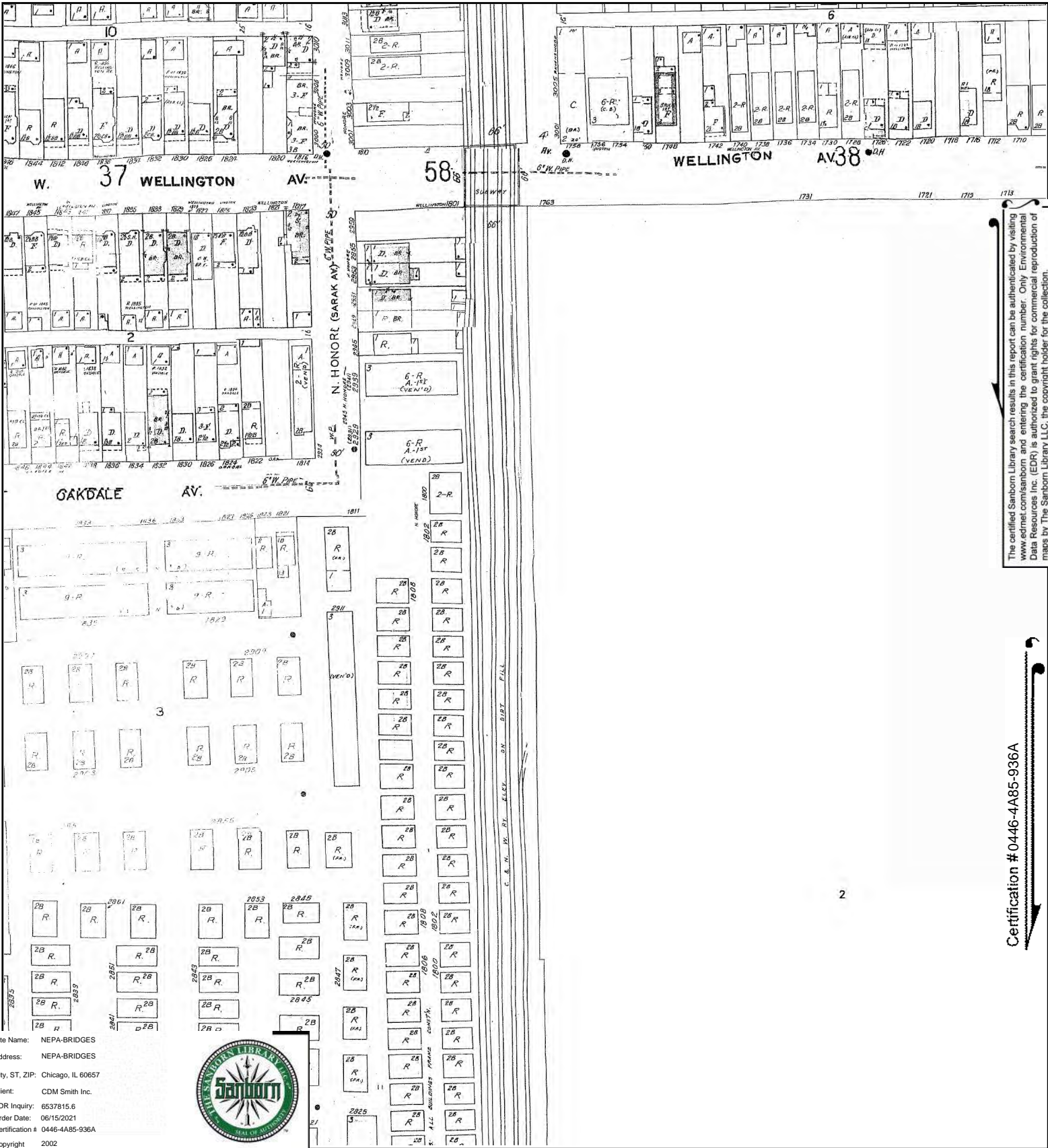


This Certified Sanborn Map combines the following sheets.
 Outlined areas indicate map sheets within the collection.



Volume 9, Sheet 37
 Volume 9, Sheet 38





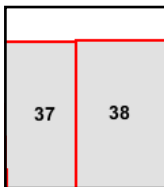
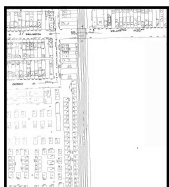
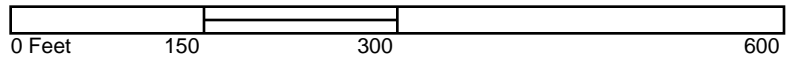
The certified Sanborn Library search results in this report can be authenticated by visiting www.edrmap.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification # 0446-4A85-936A

Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/15/2021
 Certification # 0446-4A85-936A
 Copyright 2002



This Certified Sanborn Map combines the following sheets.
 Outlined areas indicate map sheets within the collection.



Volume 9, Sheet 38
 Volume 9, Sheet 37





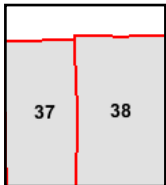
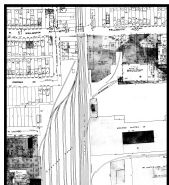
The certified Sanborn Library search results in this report can be authenticated by visiting www.edr.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification # 0446-4A85-936A

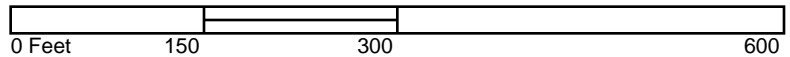
Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/15/2021
 Certification # 0446-4A85-936A
 Copyright 1975

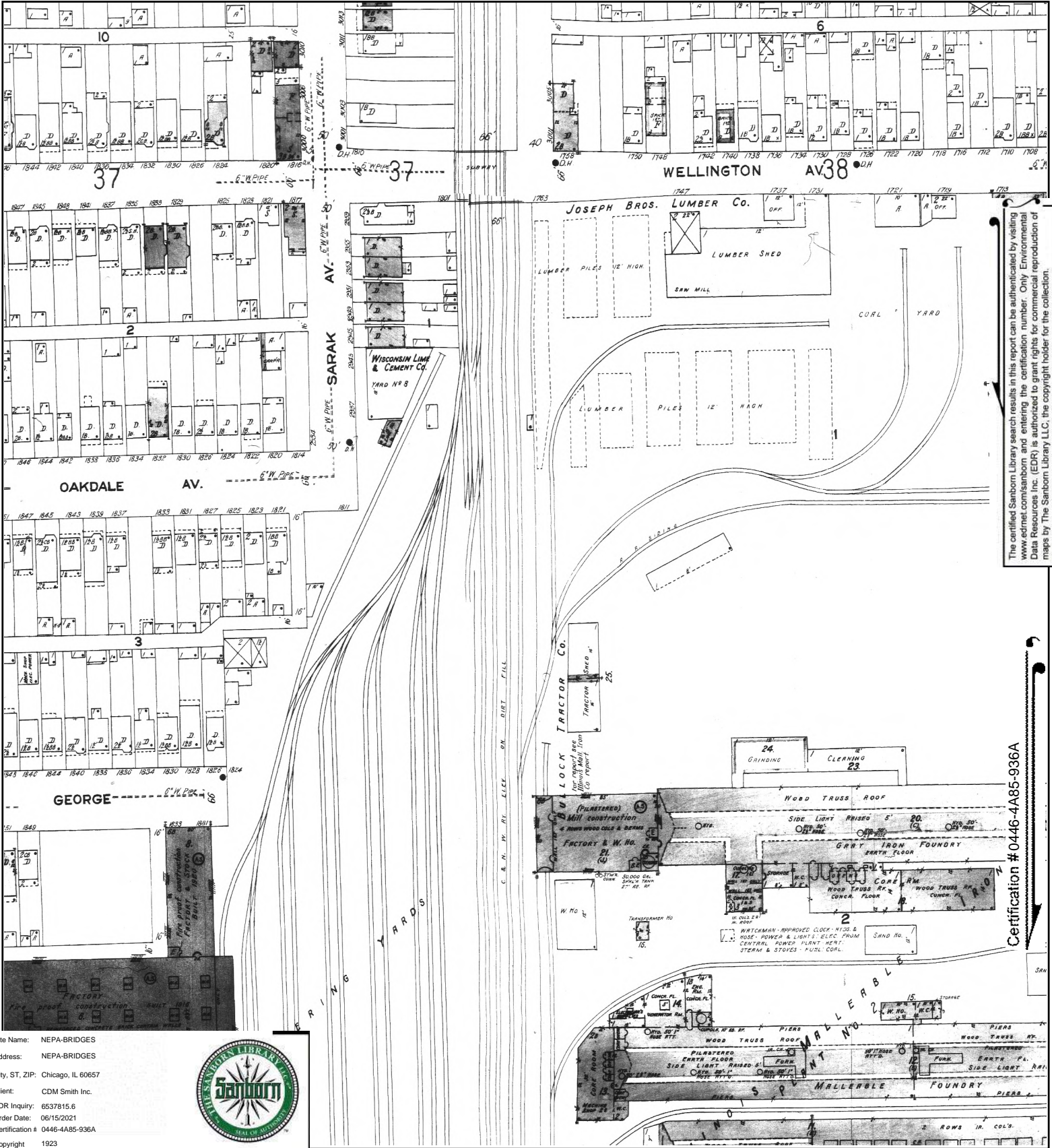


This Certified Sanborn Map combines the following sheets. Outlined areas indicate map sheets within the collection.



Volume 9, Sheet 38
 Volume 9, Sheet 37





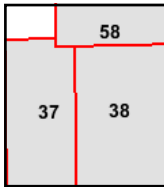
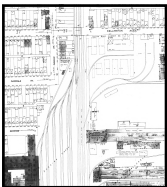
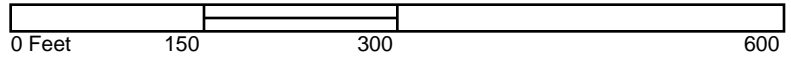
The certified Sanborn Library search results in this report can be authenticated by visiting www.edr.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification # 0446-4A85-936A

Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/15/2021
 Certification # 0446-4A85-936A
 Copyright 1923



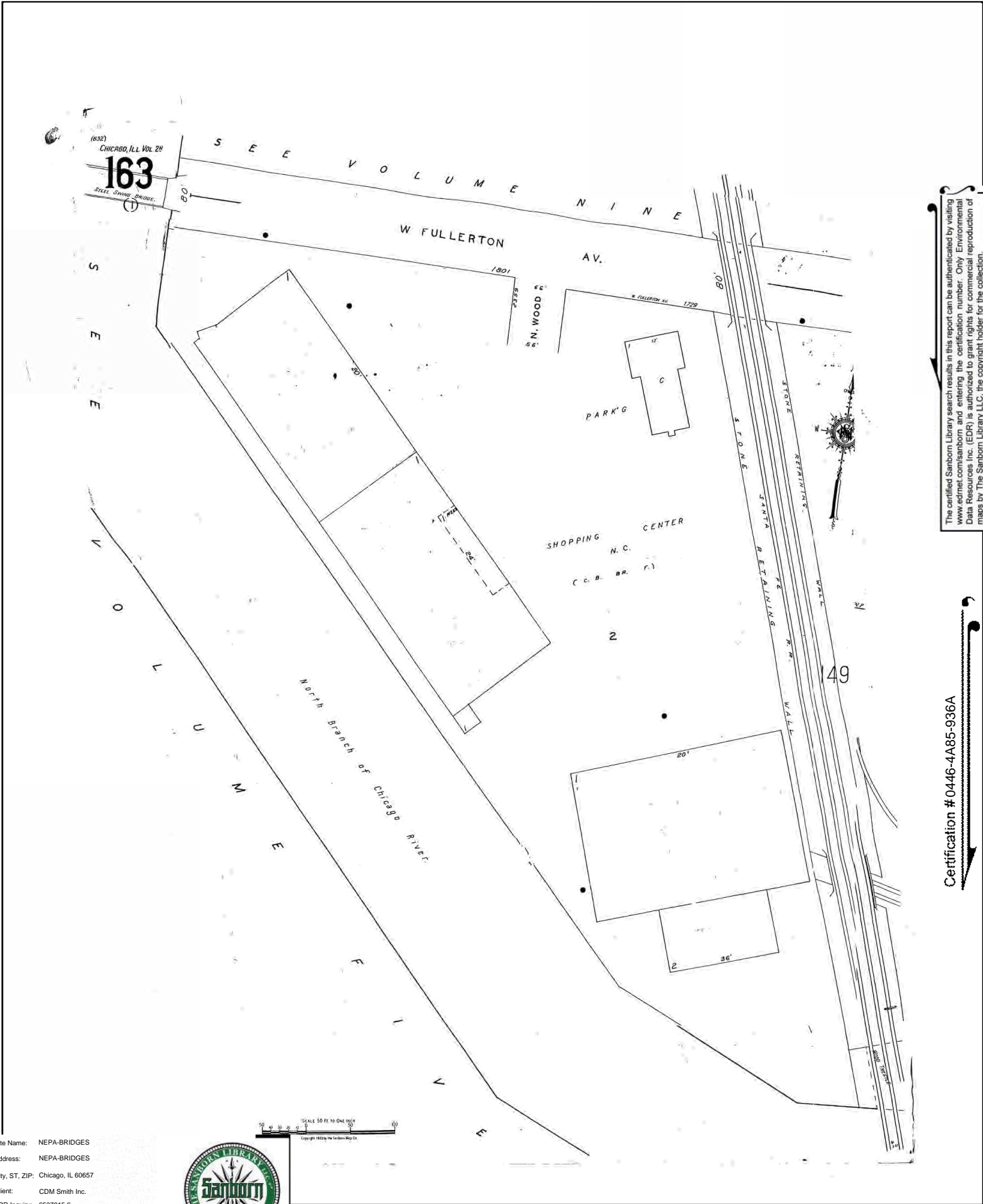
This Certified Sanborn Map combines the following sheets.
 Outlined areas indicate map sheets within the collection.



Volume 9, Sheet 58
 Volume 9, Sheet 38
 Volume 9, Sheet 37



**Sanborn Maps - W. Fullerton Avenue and
North Branch of Chicago River**



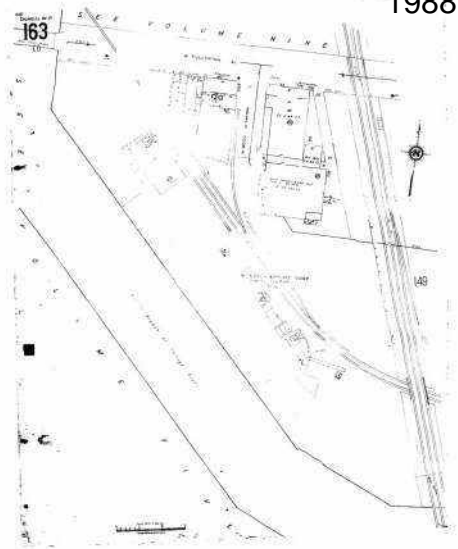
The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification # 0446-4A85-936A

Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/23/2021
 Certification #: 0446-4A85-936A
 Copyright: 2004



1988



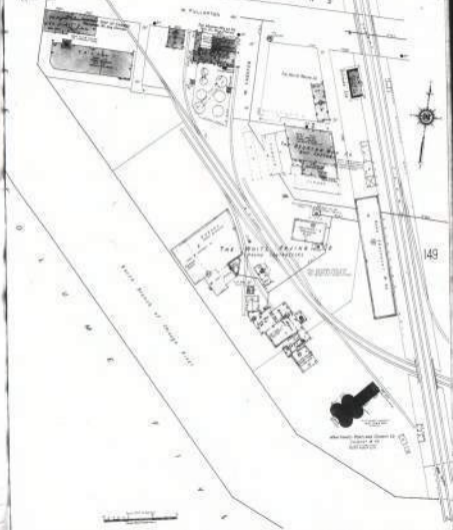
1950



163

1935

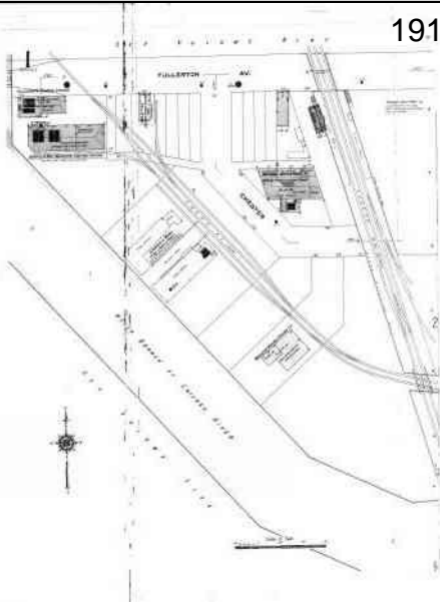
SCIENCE VOLUME NINE



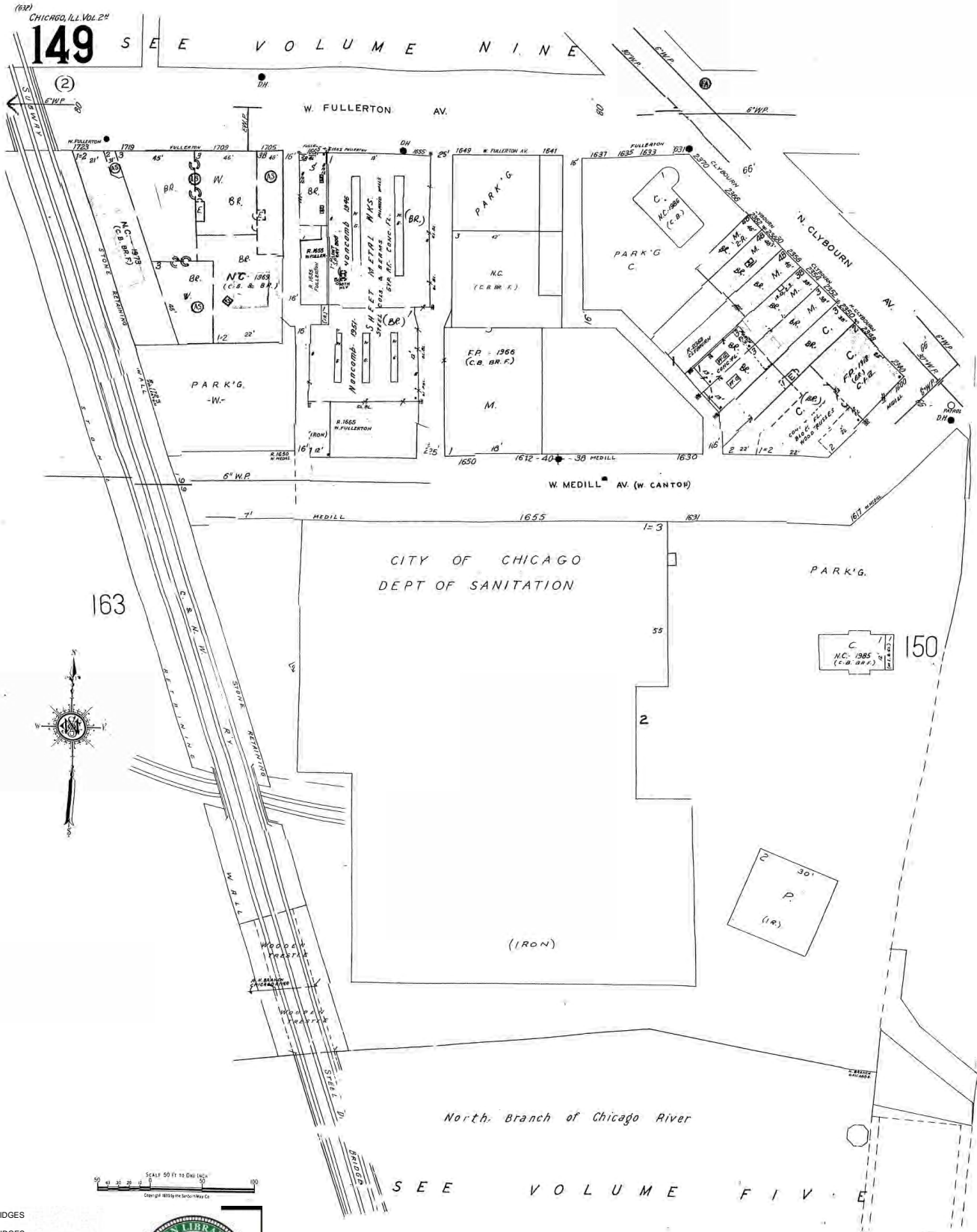
149

Scale

1910



**Sanborn Maps - W. Fullerton Avenue and
N. Clybourn Avenue**



The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification # 0446-4A85-936A

Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/23/2021
 Certification # 0446-4A85-936A
 Copyright 2004



1988

149

SEE VOLUME FIVE

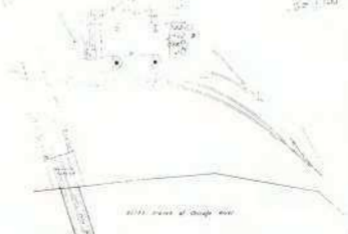


CITY OF OAKLAND
BULLY HARBOR
1988

163



150



2000 feet at 1:50,000 scale

SEE VOLUME FIVE



1950

155...000

149

SEE VOLUME NINE

N. HALSTED

1.00 Acres more or less (including lot 150) owned by...

163

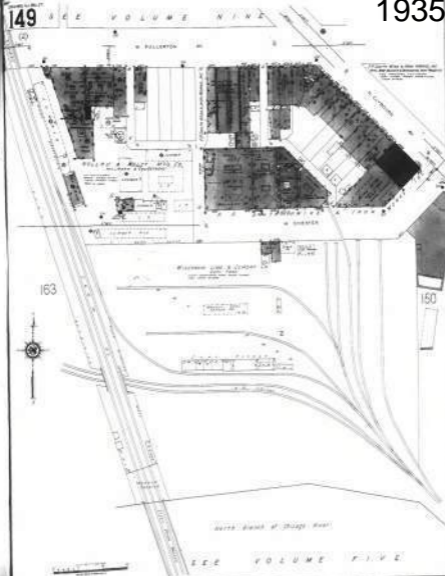
150



North Side of Chicago River

SEE VOLUME FIVE





1910

2



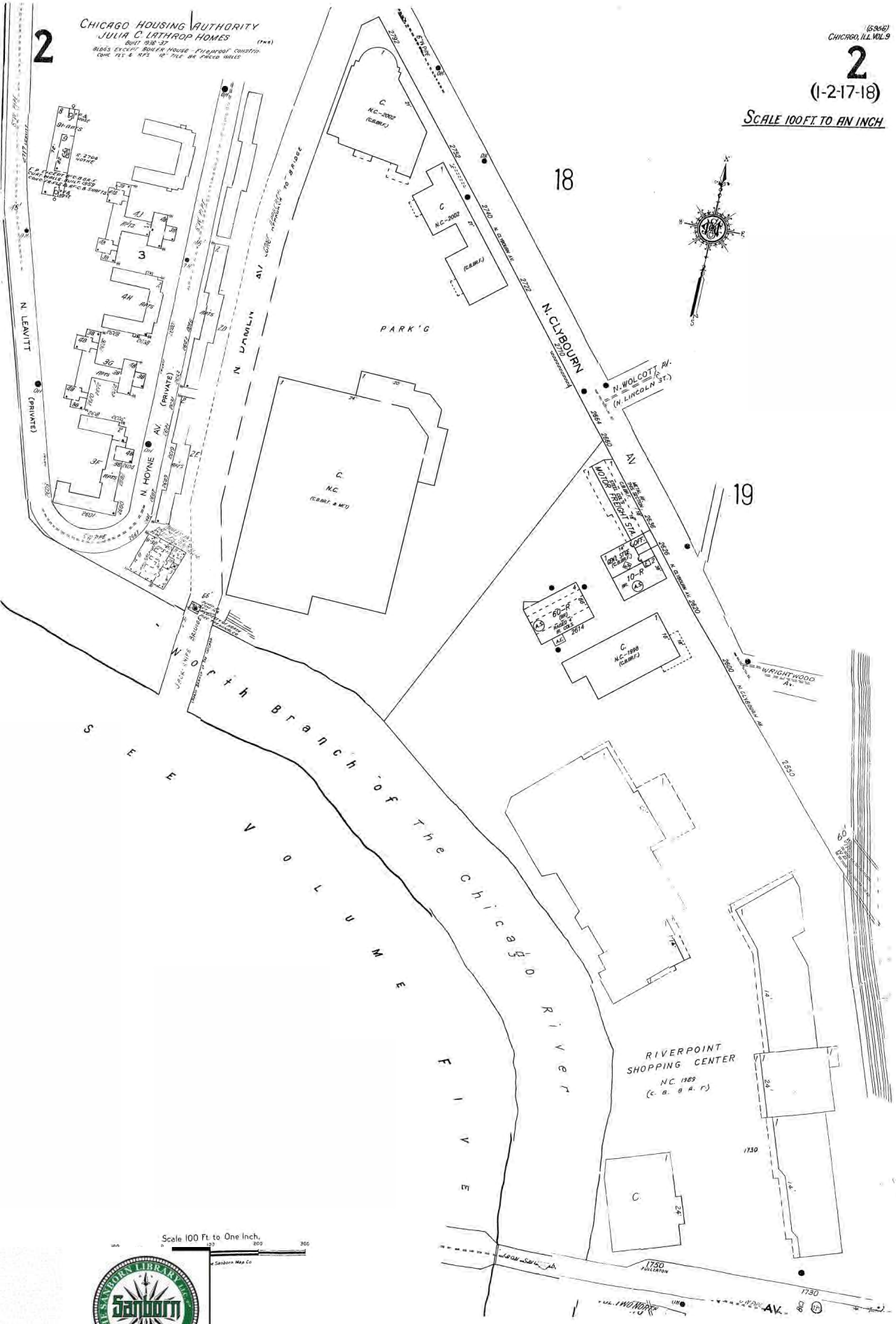
FULLERTON

AV.

CHESTER

Maple Branch of Chicago River

**Sanborn Maps - N. Clybourn Avenue and
N. Damen Avenue**



The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification # 0446-4A85-936A

Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/23/2021
 Certification #: 0446-4A85-936A
 Copyright: 2004



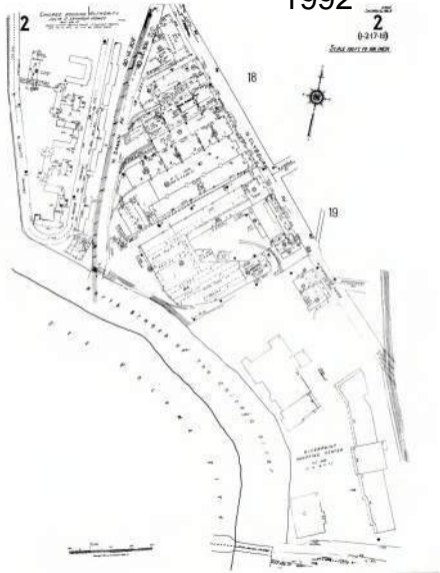
1992

Scale: 1" = 100'

2

(0-217-19)

Scale: 1" = 100'



2

Схема плана территории
и размещения объектов

1988 2

(1-217-10)

Scale 1:50000



18

19

18

Scale 1:50000

1975

2

0-2(74)

ST. LOUIS, MISSOURI

2

UNIVERSITY OF MISSOURI
SCHOOL OF ARCHITECTURE
100 SOUTH UNIVERSITY AVENUE
COLUMBIA, MISSOURI 65211

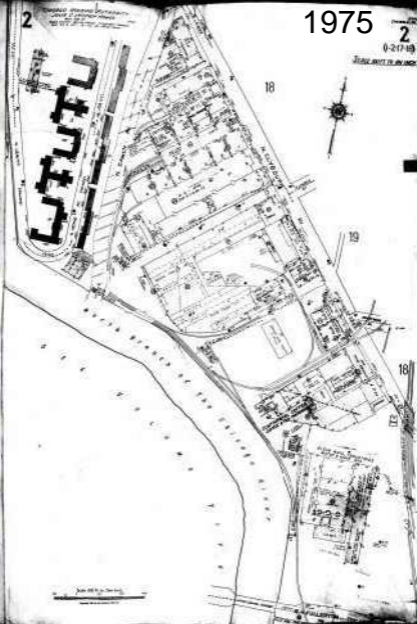
18



18

18

Scale 1/8" = 1'-0"



1950

1:50,000

2

(1-217-10)

Scale 1:50,000

2

Control points (Mansarovar)
and other points
are shown on this map.

18

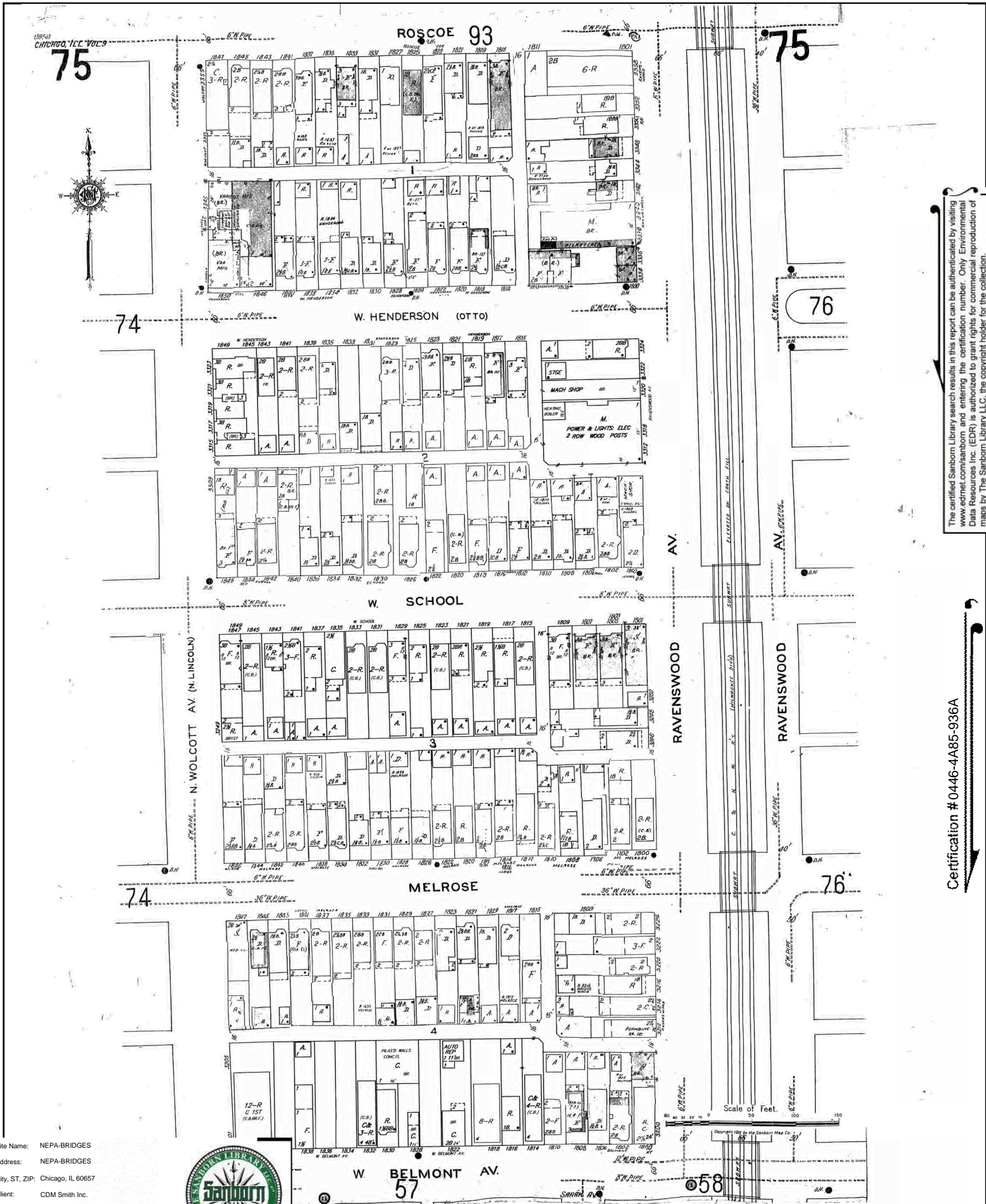


19

18



**Sanborn Maps - W. Roscoe Street and N.
Ravenswood Avenue**



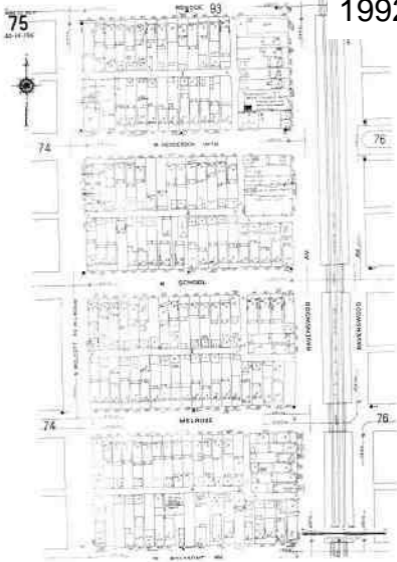
The certified Sanborn Library search results in this report can be authenticated by visiting www.edrmap.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Certification # 0446-4A85-936A

Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/23/2021
 Certification # 0446-4A85-936A
 Copyright 2004



1992



75

ROSCOE 93

75



74

A HENDERSON 8070

76

N SCHOOL

RAVENSWOOD AV

RAVENSWOOD

74

MELRODE

76

W BELMONT AV

57

58

1950

75

ILL - 811

RD 93

75



74

N HENDERSON WFM

75

76

N SCHOOL

WELL W WOODST. AC PL WOOD

RAVENSWOOD AV

RAVENSWOOD

74

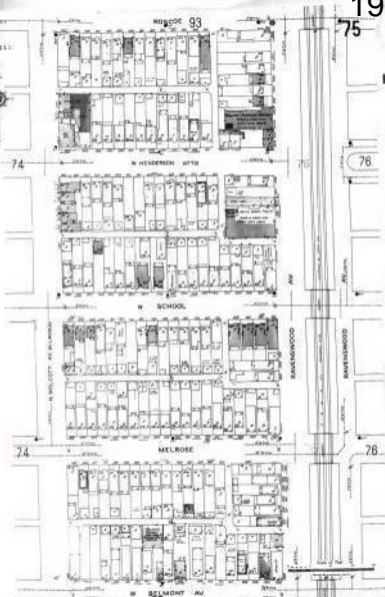
MELROSE

76

W BELMONT AV

57

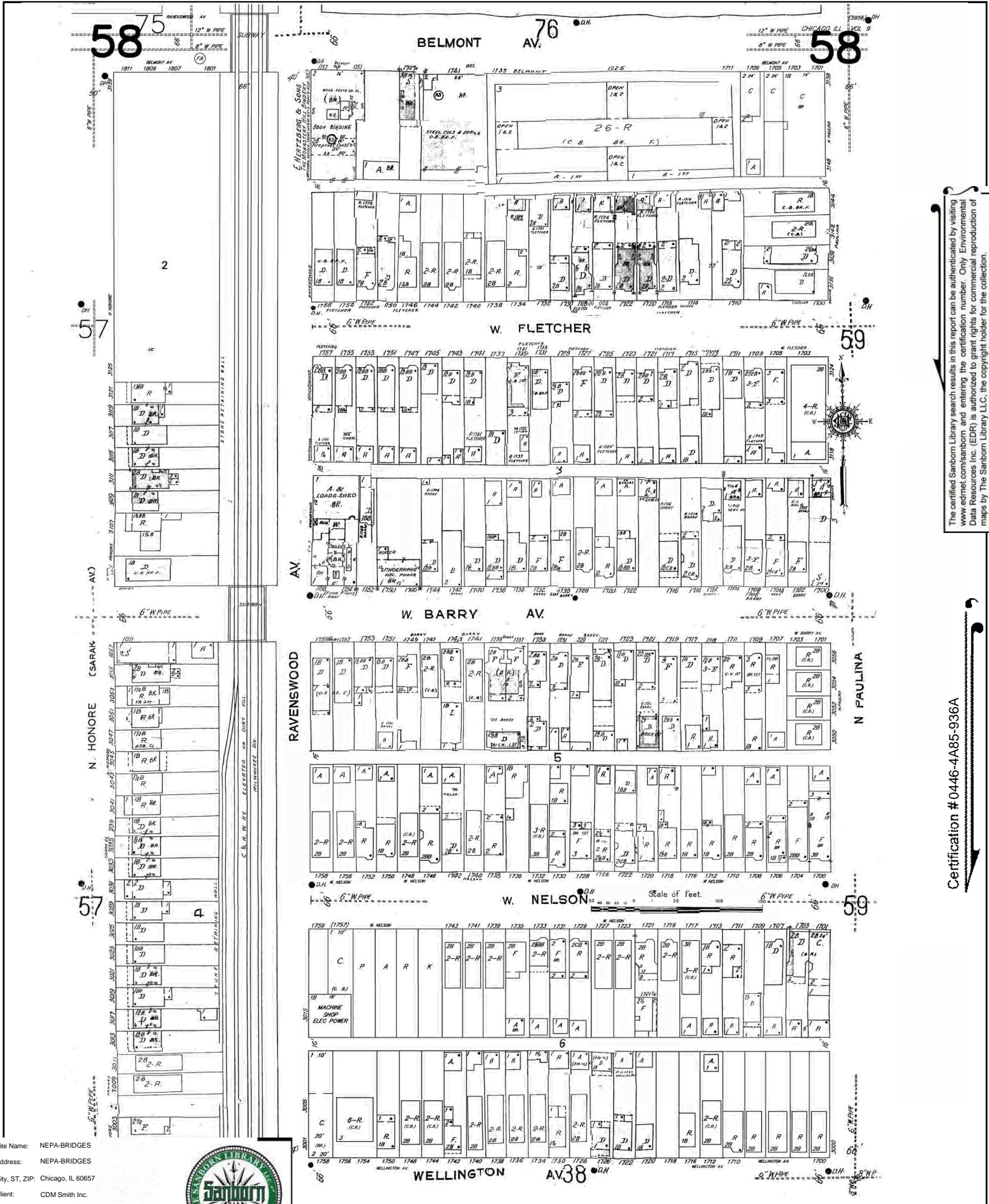
58



1923



**Sanborn Maps - W. Belmont Avenue and
N. Ravenswood Avenue**

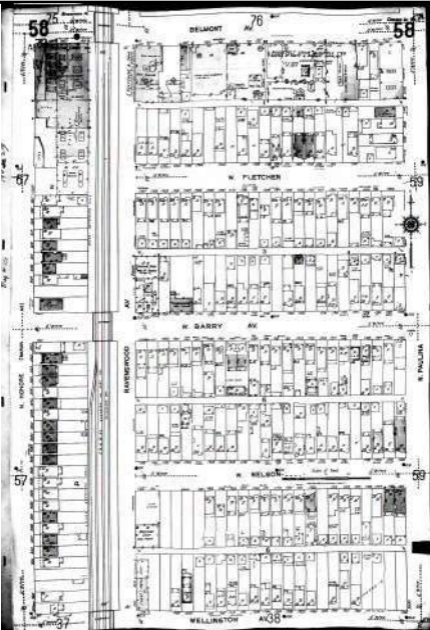


The certified Sanborn Library search results in this report can be authenticated by visiting www.edrmap.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

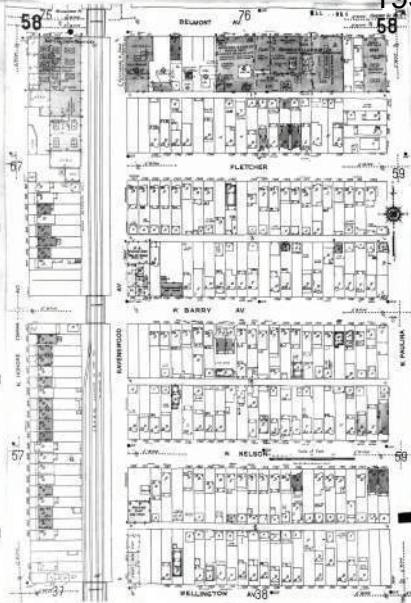
Certification # 0446-4A85-936A

Site Name: NEPA-BRIDGES
 Address: NEPA-BRIDGES
 City, ST, ZIP: Chicago, IL 60657
 Client: CDM Smith Inc.
 EDR Inquiry: 6537815.6
 Order Date: 06/23/2021
 Certification # 0446-4A85-936A
 Copyright 2004





1950



Appendix B

Historic and Cultural Resources Supporting Documentation

Appendix B-4: Consulting Party Supporting Documentation



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

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

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

August 19, 2021

Ms. CJ Wallace
Cultural Resources Coordinator
State Historic Preservation Office-IDNR
Attn: Review & Compliance
1 Old State Capitol Plaza
Springfield, Illinois 62701

RE: Initiation of Section 106 Consultation and APE Determination for Metra's Union Pacific-North Bridge Replacement Project, Chicago, IL

Dear Ms. Wallace:

As part of its responsibilities under 36 CFR Part 800 - Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is initiating Section 106 Consultation and determining the Area of Potential Effects (APE) for Metra's Union Pacific-North (UP-N) Bridge Replacement Project (the Project). FTA has determined that the proposed Project will be a Federal undertaking as defined in §800.16(y) and that it is the type of activity that has the potential to cause effects on historic properties.

Metra is proposing to slightly shift the track alignment and replace retaining walls and eleven (11) bridges over roadways along the Union Pacific (UP) North line from Fullerton Avenue north to Cornelia Avenue. The Project begins immediately north of the Deering (Chicago River) Bridge (MP 3.27) and ends at the Grace Street Bridge (MP 5.22) and includes the following elements:

- Replacement of eleven (11) railroad bridges over roadway from Fullerton Avenue to Cornelia Avenue along Metra's UP-North Line.
- The roadway will be lowered by approximately one to two feet at Roscoe Street and Cornelia Avenue to maintain adequate vertical clearance for traffic underneath the bridges.
- Replacement of embankment walls and the addition of new retaining walls from Fullerton Avenue to north of Lincoln Avenue/Addison Street along Metra's UP-North Line. New retaining walls will be used to keep the Project footprint within the existing right-of-way.
- Lead abatement, prepping and painting for a 12th existing steel railroad bridge at Lincoln Avenue/Addison Street on the UP-North Line.
- Adjusting the track alignment to the west to align with the existing tracks at Grace Street Bridge north of the Project limits and the Chicago River Bridge south of the Project limits (all within the existing right-of-way). Raising the track height by up to 3' to maintain adequate vertical clearance, while improving track profile.

In accordance with the procedures related to the identification of historic properties described in the implementing regulations at 36 CFR § 800.4(a)(1), FTA has determined the APE for the Project. The APE was developed taking into consideration the potential for physical, visual, and noise or vibrational effects resulting from the Project. The APE is based on the Project limits of disturbance, proposed Project elements, and surrounding buildings and vegetation. The APE was developed using Cook County parcel data and generally follows the parcel boundaries. All parcels adjacent to the project footprint or across a public right-of-way were included. At cross streets or where the Project is bounded by parking lots or open space, additional parcels and buildings were included to address potential visual effects. The additional parcels were selected to include buildings where the railroad corridor is partially visible when viewing the front façade of the building.

The enclosure to this letter includes a complete project description and map (Attachment A), a narrative of the APE and an APE map (Attachment B), and a list of invited consulting parties (Attachment C). Please let us know if you feel there are other organizations, agencies, and/or individuals that should be invited to be a consulting party.

We look forward to consulting with your office on this project and ask that you provide any comments on our determination of the APE following your review of the enclosures. Your timely response will greatly help us incorporate your concerns into the development of the project. For that purpose, we request that you provide comments within 30 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.breiseth@dot.gov with any questions.

Sincerely,

Digitally signed by Tony
Greep
Date: 2021.08.19
09:44:40 -05'00'

Tony Greep
Acting Director, Office of Financial Management and Program Oversight

ecc: Elizabeth Breiseth, FTA
Susan Weber, FTA
Brian Stepp, Metra
Dan Thomas, Metra

Enclosure: Attachment A: Project Description and Map
Attachment B: APE Narrative and Map
Attachment C: Consulting Party List

Project Description Form

Project Name: Union Pacific Northline Bridges - South 11

Date: February 25, 2021

Project Reference Number: 4840

Project Description (i.e., the type of work, termini, length)

Metra is proposing to slightly shift the track alignment and replace retaining walls and eleven (11) bridges over roadways along the Union Pacific (UP) North line. This Project is located entirely within Chicago, Illinois and starts just north of the North Branch Chicago River. The Project begins immediately north of the Deering (Chicago River) Bridge (MP 3.27) and ends at the Grace Street Bridge (MP 5.22). It is located just south of the Union Pacific Northline Bridge – North 11 Project (North 11 Project), which replaced eleven (11) railroad bridges and rebuilt the existing Ravenswood train station. A Documented Categorical Exclusion (DCE) was completed for the North 11 Project in June 2011; construction of the bridges is complete and station construction is ongoing.

Dating back to 1851, the UP North line, which was called the Chicago & Milwaukee Railroad, ran north from Chicago to Waukegan, Il and eventually Kenosha, WI. In 1896, work began to elevate the tracks on the north side of Chicago to comply with a Chicago ordinance aimed at eliminating grade crossing accidents. The bridges that were built over city streets back then are the ones now being replaced in this Project and the North 11 Project. From July 2018 to June 2019, the UP-North line carried 70 passenger trains per day with an average weekday ridership of 34,600 passengers. The termini of the Project are determined by the existing infrastructure. The scope of work is determined by the condition of the infrastructure.

Project Elements (including utilities, right-of-way and property acquisition)

The existing railroad right-of-way (ROW) is 99 feet wide and can accommodate three train tracks, but currently two train tracks exist in the center and eastern side of the ROW. The existing ROW will remain as-is with improvements to replace the aging bridges and retaining walls that were built between 1896 and 1899. The Project includes the following elements:

- Replacement of retaining walls and the addition of new retaining walls from Fullerton Avenue to north of Lincoln/Addison Street along Metra's UP-North line. The existing retaining walls are continuous along the project except for a small area where there is a slope. Replacement walls will be put in the same location as the existing walls, although the height of the walls may increase to prevent erosion. New retaining walls will also be added to keep the Project footprint within the existing ROW.
- Replacement of eleven (11) railroad bridges over roadway from Fullerton Avenue to Cornelia Avenue along Metra's UP-North line.
- Lead abatement, prepping and painting of a twelfth bridge, the existing steel railroad bridge at Lincoln/Addison Street on the UP-North line.
- Move track alignment to the west to match with the track at Grace Street bridge (all within the existing ROW).
- Utilities will be altered at the Roscoe Street and Cornelia Avenue bridges where streets will be

lowered. Where abutments will be replaced at Fullerton Avenue and Clybourn Avenue, some utility work will also occur. Existing utilities that are attached to the bridge structures will be replaced. Some utility impacts may also occur where new retaining walls are built.

No property acquisition or changes of the existing railroad ROW boundary are anticipated for this Project. This could change as design progresses, however that is not anticipated.

Project Location (graphics of project location and general footprint (including, as applicable, any station locations, maintenance or power substation locations, construction staging areas, etc.))

The general location of the project elements can be found in the figure below. The general footprint of disturbed area for each bridge/wall location and the track realignment can be found in Attachment 1.



Other project features as needed to assess the scope of environmental analysis

No additional features are included within the Project Study Area as part of the Project.

General Purpose and Need for the Project

The purpose of the Project is to replace the existing deteriorated bridges and retaining walls with resilient structures that will enhance the safety of rail service. The existing railroad bridges are over 100 years old (built in 1896-1899) and in marginal condition. Union Pacific Railroad (UPRR) conducts inspections of all eleven (11) bridges and the retaining walls at least annually. They are repaired frequently to maintain minimum required capacity based on inspection findings, however the cost of repairing the bridges and retaining walls has increased over time as patch repairs are done. These frequent patch repairs cause

considerable disruption to the adjacent communities. These bridges and retaining walls can no longer be economically repaired and maintained.

The Project is needed due to the structures' ages and deficiencies. The structures have exceeded the end of their design life. Additionally, new bridges are needed because the existing bridges have weight restrictions that prevent them from being able to carry certain types of train equipment such as the MP36 locomotives that Metra currently owns.

Summary of Prior Planning Work

Given the age and condition of the infrastructure along the UP-North line, Metra identified rehab/replacement needs to be addressed as part of this Project. Prior planning work in the Project Study Area identified the items listed below.

- Inspections of the existing bridges on Metra's UP-North line within the Project Study Area confirmed that 11 of the 12 bridges included in the Project need to be replaced and not just rehabbed (see photo on the right).



- Lead paint testing on similarly-aged bridges identified the need for lead abatement, so it is expected that lead abatement, prepping, and painting of the existing steel bridge at Lincoln/Addison Street on the UP-North line will be needed as part of the rehabilitation (see photo on the right).



- Inspection of the retaining walls within the Project Study Area identified the need to replace the existing retaining walls from Fullerton Avenue to north of Lincoln/Addison Street along Metra's UP-North line (see photo on the right). The retaining walls are continuous along the project except for a small area where there is a slope. All walls are located on the property line, and the new walls will be constructed in the same location. The height of the walls may increase to prevent erosion.



Decision Process that arrived at the Project

This Project scope of work was identified based on the condition of the bridges and walls. The existing railroad bridges are over 100 years old and beyond their design life. The existing railroad bridges and supporting retaining walls are in poor condition. Repairs are becoming exceedingly costly, frequent, and will eventually be infeasible for 11 of the 12 bridges. The twelfth bridge (at Lincoln/Addison) was built in 1959 and does not require replacement. Additionally, 11 of the 12 bridges restrict Metra's ability to use some of their locomotives on this line due to weight restrictions.

Project Funding

Preliminary Engineering, NEPA, and Final Design will be funded partially by FTA and partially by State of Illinois Bonds (Rebuild Illinois program). Construction funds are partially in place and come from State of Illinois Bonds. Metra would like to be able to apply for federal discretionary programs in the future to cover the rest of the construction or to reduce the local share of the overall project.

Environmental Impact Categories

Given that this project will not need any property acquisition or new right-of way, impacts to many of the environmental resources are expected to be minor or nonexistent. A desktop review of the Project Study Area indicates that only certain categories will warrant more detailed analyses, and include: noise and vibration, historic properties, construction, community disruption, and hazardous materials.

Noise and Vibration

The track alignment will be moving west as part of this proposed Project, although it will still be within the existing ROW and in a location close to a former western track (see Attachment 1). There are many residential structures and other sensitive noise receptors close to the railroad structures that are being replaced. It is expected that there will be construction noise as well as noise at the same levels that exist today after the bridge replacements are completed. A detailed noise and vibration assessment will be completed in compliance with Section 7 of the FTA Noise and Vibration Impact Assessment Manual. Extensive public outreach will also be conducted to inform the public of the proposed track realignment.

Section 106 (Historic Properties)

Several of the bridge abutments may be eligible for listing on the National Register of Historic Places (NRHP) and the Section 106 process will be followed that is consistent with 36 C.F.R. Part 800. Design considerations have been coordinated with UPRR to construct new abutments behind the existing stone wall abutments to retain the historic features. The project team will continue to review cultural and historic resources in the Project Study Area and expects to initiate the agency/tribal consultation process per FTA procedures.

The retaining walls are also subject to the Section 106 process and will be included in the consultation process.

Construction

There will be temporary construction impacts at various locations in the Project Study Area. Temporary impacts will occur at each bridge and supporting retaining walls and are discussed in Noise & Vibration, Community Disruption, and Hazardous Materials. In addition, Best Management Practices (BMPs) will be reviewed and recommended for air quality and water run-off.

Community Disruption

During construction of the Project (which is anticipated to last approximately 2 years), traffic disruptions are expected, particularly on the roadways that the bridges span. Parking closures are also expected in areas near the bridges to allow for staging of construction equipment and to ensure safety. Pedestrian walkways near the bridge replacements may be temporarily closed as well. Street and sidewalk closures will need to be coordinated with the City of Chicago as part of the City's permitting process to determine length of closure at each location. Street and sidewalk closures may be staggered in time to minimize impacts. All construction impacts to the community will be mitigated.

Currently there are small linear landscaped areas near and sometimes within the UPRR ROW that include green space and landscaping. Most of these encroachments were developed without permission from the UPRR. During the NEPA and design processes, outreach with adjacent residents will be conducted. If landscaped areas outside of the railroad right-of-way are damaged during the construction process, they will be restored.

An adjacent condo building has also placed fences on the existing UP-owned retaining wall that will need to be removed as part of this proposed Project. These are not publicly-owned resources and are therefore not anticipated to be protected under Section 4(f). Coordination efforts will be undertaken with these landowners.

The bridge at Roscoe Street includes a welcome sign for the Roscoe Village neighborhood that will need to be removed when the bridge is replaced (see photo below). Coordination will be conducted with the community on the removal of this feature.



Hazardous Materials

Hazardous materials may be encountered during construction of the project elements. A database review of the Illinois Environmental Protection Agency resources and websites for potential hazardous sites will be performed. The Project is located on existing railroad right-of-way with more than two-tracks in the City of Chicago; therefore, any soil that is exported from the construction site will be assumed contaminated and tested to determine the appropriate means of disposal. If hazardous materials (verified by the appropriate testing procedures) are encountered during construction, they must be removed and disposed of in accordance with local, state and federal guidelines and regulations.

Title VI and Environmental Justice

No disproportionate impacts to environmental justice communities are expected as part of this project. US Census data will be reviewed to determine whether Census block groups adjacent to the Project contain minority, low-income populations. In addition, US Census data will be reviewed for limited English speaking populations for community outreach consideration. Since the impacts of the Project are not expected to be high and adverse, no issue associated with compliance with FTA Circular 4703.1 “Environmental Justice Policy Guidance for FTA Recipients”, is anticipated.

Key Issues (including potential environmental issues) and Project Benefits

The key issues for this Project are the historic resources, community disruption and noise and vibration from construction of the new infrastructure elements. Overall, the Project is expected to be a dramatic improvement in the safety of the corridor by replacing and updating the bridges and retaining walls to meet current standards.

Recommended Class of Action

The Project is not expected to have significant environmental effects in terms of both the context of the project and its intensity. In consideration of the potential community disruption and concerns with this project, we are recommending implementing a robust public outreach process. In anticipation of Section 106 coordination, we are recommending the preservation of bridge abutments. The bridge replacements do not induce significant impacts on the human, natural, or historical environments either individually or cumulatively, therefore the recommended class of action is a Documented Categorical Exclusion (DCE).

Categorical exclusions (CEs) are actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which:

- do not induce significant impacts to planned growth or land use for the area;
- do not require the relocation of significant numbers of people;
- do not have a significant impact on any natural, cultural, recreational, historic or other resource;
- do not involve significant air, noise, or water quality impacts;
- do not have significant impacts on travel patterns;
- or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

This proposed project could fall under multiple CEs categories listed in 23 CFR Section 771.118(c) due to their broad nature and/or one or more of the examples under Section 771.118(d). However, the category that appears to fit the best is category (2) of Section 771.118(d) which makes the following types of projects eligible for a DCE with FTA approval:

(2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.

Attachments: Attachment 1 – Project Footprint

**Metra Union Pacific North Bridges (South) Project
Consulting Parties Invitation List**

Type	ORG1
State SHPO	State Historic Preservation Office
Tribal Organization	Citizen Potawatomi Nation, Oklahoma
Tribal Organization	Forest County Potawatomi Community of Wisconsin
Tribal Organization	Hannahville Indian Community, Michigan
Tribal Organization	Kickapoo Tribe of Oklahoma
Tribal Organization	Little Traverse Bay Bands of Odawa Indians, Michigan
Tribal Organization	Menominee Indian Tribe of Wisconsin
Tribal Organization	Miami Tribe of Oklahoma
Tribal Organization	Prairie Band Potawatomi Nation
Local Consulting Party	Chicago Historic Preservation Division
Local Consulting Party	Landmarks Illinois
Local Consulting Party	Preservation Chicago
Local Consulting Party	Ravenswood-Lake View Historical Association
Local Consulting Party	Chicago History Museum
Local Consulting Party	Ward 47 Alderman's Office
Local Consulting Party	Ward 32 Alderman's Office
Local Consulting Party	Chicago Park District
Local Chamber of Commerce	Northcenter Chamber of Commerce
Local Chamber of Commerce	Lakeview/Roscoe Village Chamber of Commerce
Local Chamber of Commerce	Lincoln Park Chamber
Local Chamber of Commerce	Greater Ravenswood Chamber of Commerce
Local Neighborhood Group	West Lakeview Neighbors
Local Neighborhood Group	Roscoe Village Neighbors
Local Neighborhood Group	North Center Neighborhood Association
Local Neighborhood Group	South Lakeview Neighbors
Local Neighborhood Group	Hamlin Park Neighbors
Local Neighborhood Group	Sheffield Neighborhood Association



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 10, 2022

Ms. CJ Wallace
Cultural Resources Coordinator
State Historic Preservation Office-IDNR
Attn: Review & Compliance
1 Old State Capitol Plaza
Springfield, Illinois 62701

RE: Section 106 Eligibility and Effects Determinations for Metra's Union Pacific North (UP-N) Bridge Replacement Project, Chicago, IL (SHPO Log #026081921)

Dear Ms. Wallace:

As part of its responsibilities under 36 CFR Part 800 - Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) is writing to continue Section 106 consultation for Metra's Union Pacific-North (UP-N) Bridge Replacement Project (the Project). On August 19, 2021, FTA initiated Section 106 consultation with your office and provided our determination of the area of potential effects (APE) for your review and comment. On October 28, 2021, your office provided concurrence with our determination of the APE.

Enclosed for your review is the *UP North Rebuild: Fullerton to Addison Historic Eligibility and Effects* report. This report provides a detailed project description and documents the literature review, field investigations, and National Register of Historic Places (NRHP) evaluation conducted to identify historic properties, those listed in or determined eligible for listing in the NRHP, within the Project APE. Based on the recommendations in the enclosed report, FTA has determined that there are two historic properties within the APE:

- The Eversharp Pencil Factory at 1800 W. Roscoe Street under NRHP Criterion A for local historic significance; and
- The Monastery Hill Bindery at 1751-1757 W. Belmont Avenue under NRHP Criteria A and C for local historic and architectural significance.

The enclosed report also assesses the potential effects of the Project on each historic property pursuant to 36 CFR § 800.5 Assessment of Adverse Effects:

- Project improvements near the Eversharp Pencil Factory include lowering the Roscoe Street roadway approximately 1 to 2 feet to maintain adequate vertical clearance for traffic underneath the bridges, replacement of the Roscoe Street Bridge and abutments, and reconfiguration of the retaining walls. These improvements would have No Effect on the property's integrity of location,

design, materials, workmanship, and association of the building. No character-defining features would be altered. The Project improvements would have No Adverse Effect on the integrity of setting and feeling of the historic building. These physical alterations proximate to the building would be a visible change within its viewshed but the Project would not alter any historically significant viewsheds to or from the building. Further, the building is oriented toward Roscoe Street and has no direct visual relationship with the Project, despite its proximity.

- Project improvements near the Monastery Hill Bindery include replacement of the Belmont Street bridge and abutments and reconfiguration of its eastern and western retaining walls. The replacement of the Belmont Street bridge and reconfiguration of the western retaining walls would have No Effect on the property's integrity of location, design, materials, workmanship, and association. No character-defining features would be altered. The Project improvements would have No Adverse Effect on the integrity of setting and feeling of the historic building. These physical alterations proximate to the building would be a visible change within its viewshed but the Project would not alter any historically significant viewsheds to or from the building. Further, the building is oriented toward Belmont Avenue and has no direct visual relationship with the Project, despite its proximity.

Therefore, based on the assessment of effects in the enclosed report, FTA has determined that the Project would result in *No Adverse Effects* to historic properties.

We look forward to consulting with your office on this project and will be reaching out to schedule a consulting party meeting to discuss FTA's determinations. We ask that you provide any comments on our eligibility and effects determinations within 30 days of receiving this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.breiseth@dot.gov with any questions.

Sincerely,

R. Stewart McKenzie
Director, Office of Financial Management and Program Oversight

ecc: Elizabeth Breiseth, FTA
Tony Greep, FTA
Dan Thomas, Metra

Enclosure: *UP North Rebuild: Fullerton to Addison Historic Eligibility and Effects report*

Appendix B

Historic and Cultural Resources Supporting Documentation

Appendix B-5: Consulting Party Comment Responses Report

Metra UP North Rebuild: Fullerton to Addison



Consulting Party Comment Responses

SHPO Log No. 026081921
Metra Project No. 4840
CDMS Project No. 261845

January 18, 2023

Prepared for:



547 W. Jackson Blvd.
Chicago, IL 60661

Prepared by:



125 S. Wacker Dr.
Suite 700
Chicago, IL 60606



ALTUSWORKS INC.

4224 N Milwaukee Ave.
Chicago, IL 60641

Table of Contents

Section 1 Consulting Party Comment Responses 1

- 1.1 Section 106 Consulting Party Process..... 1
- 1.2 Illinois State Historic Preservation Office Comments..... 1
 - 1.2.1 Eligibility and Effects to Eversharp Pencil Factory and Monastery Hill Bindery 2
 - 1.2.2 Eligibility and Effects to the Metra UP North Line 2
- 1.3 Preservation Chicago Comments..... 4
 - 1.3.1 Historic Limestone Retaining Walls 4
 - 1.3.2 Metal Bridge Structures..... 5

Attachments

- Attachment A – Illinois State Historic Preservation Office Correspondence
- Attachment B – Preservation Chicago Correspondence

This page intentionally left blank.

Section 1

Consulting Party Comment Responses

1.1 Section 106 Consulting Party Process

The Federal Transit Administration (FTA) and Metra are proposing to shift the track alignment and replace abutments, retaining walls and 11 bridges over roadways along approximately 1.9 miles of the Union Pacific (UP) North Line above-grade commuter rail corridor. This Project is within railroad right-of-way from north of the North Branch Chicago River bridge (UP mile post [MP] 3.27) to approximately Grace Street (UP MP 5.22) in Chicago, Illinois.

Section 106 of the National Historic Preservation Act requires federal agencies to consider effects on historic resources from their actions and to balance preservation needs with the need for the actions. As provided in 36 CFR § 800.1(a), the Section 106 process “seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation.” The goal of the consultation is to identify historic properties potentially affected by the undertaking, assess Project effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

As part of the initiation of the Section 106 consultative process, 25 potential consulting parties were identified. The consulting parties contacted included the Illinois State Historic Preservation Officer (SHPO,) Tribal Historic Preservation Officers (THPOs), local preservation organizations, aldermen’s offices, and local neighborhood groups. On August 19, 2021, FTA sent invitations to all potential consulting parties inviting their participation in the Section 106 consultation for this Project. In addition to the Illinois SHPO and based on responses from interested parties, the consulting parties for this Project included the following: Miami Tribe of Oklahoma, Chicago Historic Preservation Division (Planning and Development Department), Preservation Chicago, Ward 32 office, Ward 47 office, Greater Ravenswood Chamber of Commerce, West Lakeview Neighbors, and the Roscoe Village Neighbors.

On March 10, 2022, FTA provided all consulting parties with a draft of the Eligibility and Effects Technical Memorandum, which detailed the proposed Area of Potential Effect (APE) and provided preliminary eligibility and effects findings. A virtual consulting parties meeting was held on March 30, 2022, and was attended by nine (9) consulting party organizations. A 30-day comment period was provided to receive comments from consulting parties, which ended on April 10, 2022. The FTA and Metra received comments from the Illinois SHPO and Preservation Chicago, which are included in **Attachments A** and **B** of this document and summarized below. No other comments were received during the Section 106 consultation process. The FTA and Metra appreciate all consulting parties’ participation in the Section 106 consultation for this proposed undertaking.

1.2 Illinois State Historic Preservation Office Comments

The FTA received comments from SHPO in letters dated April 13 and May 27, 2022. The FTA formally responded to SHPO’s comments with letters dated April 26 and June 13, 2022.

Following FTA’s response letter dated June 13, 2022, the Illinois SHPO confirmed via email on July 15, 2022, that they would not provide any further responses regarding the UP North Rebuild Project; therefore, FTA’s recommended eligibility determination for this Project remain and Section 106 consultation with the Illinois SHPO is complete. The correspondence letters are included in **Attachment A** of this document.

The following summarizes the comments received by SHPO and FTA responses.

1.2.1 Eligibility and Effects to Eversharp Pencil Factory and Monastery Hill Bindery

Comment #1 (SHPO correspondence letter dated April 13, 2022): The SHPO office concurs with the FTA that 1800 W. Roscoe Street (Eversharp Pencil Factory) and 1751-1757 W. Belmont Ave. (Monastery Hill Bindery) are individually eligible for listing to the National Register of Historic Places (NRHP).

Comment Response: SHPO concurrence on the eligibility of 1800 W. Roscoe Street and 1751-1757 W. Belmont Avenue will be noted in the final National Environmental Policy Act (NEPA) Document Categorical Exclusion (DCE) document.

Comment #2 (SHPO correspondence letter dated April 13, 2022): SHPO concurs with the FTA that the undertaking poses no adverse effect to 1800 W. Roscoe Street (Eversharp Pencil Factory) and 1751-1757 W. Belmont Avenue (Monastery Hill Bindery).

Comment Response: SHPO concurrence that the FTA undertaking poses no adverse effect to 1800 W. Roscoe Street and 1751-1757 W. Belmont Avenue will be noted in the final DCE document.

1.2.2 Eligibility and Effects to the Metra UP North Line

Comment #3 (SHPO correspondence letter dated April 13, 2022): SHPO determined that the Metra UP North line is eligible for listing to the NRHP under Criterion A at the local level of significance with a period of significance of 1854 to 1972. Completed in 1854 as the Chicago & Milwaukee Railway, the line was and continues to be a significant commuter rail line from Downtown Chicago, Illinois, to Kenosha, Wisconsin. The eleven bridges and abutments in the undertaking are contributing resources to that eligible resource.

SHPO determined that the bridges slated for replacement are too deteriorated to be repaired under Standard 6 and can be replaced compatibly. Since the limestone abutments are being retained and since the APE of this undertaking is a small portion of the line's overall length, this undertaking may avoid an adverse effect if the designs of the new bridges are visually compatible with those of the historic bridges. Slides 11 and 32 from the PowerPoint presentation given at the Consulting Parties meeting on 3/30/22 provide partial views of the likely design. When viewed from street level, the new designs should mimic the overall appearance and scale of the historic steel, through-girder bridge spans. Please submit the proposed designs for review and comment.

Comment Response (FTA response letter dated April 26, 2022): Following SHPO's initial comment, FTA conducted additional research to better understand the history of the line and, unfortunately, identified some inaccuracies in the historic context provided in the eligibility and effects report. FTA believes these inaccuracies resulted in SHPO's determination that the line was eligible for the NRHP.

Based on additional research, FTA has found that the connection between Chicago and Kenosha, while important, was not the primary or significant feature of the line. The primary connection was construction between Chicago and Waukegan and then service between Chicago and Milwaukee was established through acquisition of an existing line. Kenosha was not established as a terminus on the line until 1971. Therefore, FTA does not recommend that the UP North Line is eligible under Criterion A with local significance for the commuter connection to Kenosha.

Further, the connection to Milwaukee was contemporaneous to the Chicago, Milwaukee, St. Paul, and Pacific Railroad, which established the Chicago-Milwaukee connection in 1874. Amtrak presently runs the Hiawatha service between Chicago and Milwaukee on the former Chicago, Milwaukee, St. Paul, and Pacific Railroad line. Therefore, FTA has also determined that the connection to Milwaukee made on the UP North line is not significant at the local or national level under Criterion A as there was a contemporary connection between the two cities that remains in operation today.

Based on additional research, the FTA determined that the UP North Line is not eligible under Criterion A and is therefore not eligible for inclusion in the NRHP. Therefore, the bridges would not be considered contributing elements and would not result in adverse effects.

Based on this new information, FTA requested SHPO concurrence that the UP North Line is not eligible for inclusion in the NRHP, nor are its bridges contributing features.

Comment #4 (SHPO response letter dated May 27, 2022): SHPO reviewed FTA's clarification letter dated April 26, 2022, which provided additional information suggesting the UP North Line should not be considered eligible for the NRHP. After review, SHPO has determined that the Metra UP North line is still eligible for listing to the NRHP as a linear resource and regards the existing steel through-girder bridges, masonry and concrete abutments, retaining walls, and track beds as contributing elements to this resource.

Regarding effects from the undertaking, SHPO has determined that the existing bridges are too deteriorated to be repaired. As the Area of Potential Effect (APE) is a small portion of the UP North Line's overall length and the Project is retaining the historic limestone abutments, this undertaking would avoid adverse effects if the designs of the new bridges are visually compatible with those of the historic bridges. The new bridge designs should mimic the overall appearance and scale of the historic steel and through-girder bridge spans. SHPO requested proposed designs plans for review and comment. SHPO believes that a more thorough investigation of the history and context of the UP North Line as an NRHP-eligible linear resource would be helpful but is not critical for this particular undertaking.

Comment Response (FTA response letter dated June 13, 2022): The FTA appreciates that SHPO believes the UP North Line to be eligible and agrees that further evaluation is beyond the scope of this undertaking. For purposes of this Project, however, SHPO has not provided sufficient documentation or evaluation to warrant a determination that the Metra UP North Line is NRHP eligible. Until such time a formal evaluation of eligibility is completed, FTA's position remains the segment of the line within the Project APE does not contribute to the potential, and as of yet undetermined, significance of the line; therefore, for the purposes of Section 106 consultation, FTA has determined that this segment should be considered not eligible.

The FTA confirmed via email that Illinois SHPO on July 15, 2022, would provide no further responses regarding the UP North Rebuild Project; therefore, FTA's recommended eligibility determination for this Project remain and Section 106 consultation with the Illinois SHPO is complete. Attachment A provides documentation with the Illinois SHPO in finalizing Section 106 findings and consultation.

1.3 Preservation Chicago Comments

In a letter dated April 7, 2022, Preservation Chicago provided comments as part of the Section 106 consultation process. This letter has been included as **Attachment B** this document and comments have been summarized below. Responses to comments received are also provided below.

1.3.1 Historic Limestone Retaining Walls

Comment #1: In many instances in the past, the large hewn historic limestone block retaining walls are often removed and replaced with an artificial stone and concrete wall material which is not attractive. It would be favorable to consider retaining these large hewn natural quarried stones, with their distinctive rock face as retaining walls and visible to the public. We are also questioning the lifespan of this new concrete artificial material, as the existing limestone which often remains in good condition has lasted more than 120 years. Even if rebuilt or reconstructed where possible, this limestone material should be considered for reuse on site as the principal retaining walls, versus being disposed and sent to landfill. It should also be a visible feature to the public right-of-way, where possible and not buried or concealed. The older limestone blocks should ideally be cleaned of paint and soot to expose the natural limestone surface, becoming an authentic historic feature of these new bridge spans, even when a new steel bridge is employed or built. These amazing features are historic to these underpasses and worthwhile to retain. These stone features often date to the early 1900s and are interesting components of these historic spans to retain and reset where possible.

The large-hewn limestone blocks and retaining walls are of fine quality and should be preserved wherever possible. They are historic features and often have excellent character and perhaps a much longer lifespan than the new concrete material with its artificial, molded-stonework appearance. These are all unattractive materials, which appear to be “off the shelf,” and available at a local Home Depot or Menards home improvement store and appear inappropriate for large first-class public transit projects in a place like Chicago. We can collectively do better and want to encourage the design teams to aspire to a project worthy of a good quality Chicago transit reconstruction project, lasting a century or more.

Comment Response: Thank you for your comment. As part of the eligibility and effects assessments for this Project, the UP North Line within the APE of the Project, including components of the line such as the retaining walls, were evaluated for potential eligibility using NRHP Criteria. Based on this evaluation, FTA has determined that neither the UP North Line nor its components are eligible for inclusion on the NRHP. Because the UP North Line nor its components were determined to be eligible for inclusion on the NRHP, there would be no adverse effects to these resources.

Existing limestone abutments would be maintained at eight (8) of the 11 bridge replacements by repurposing the abutments as retaining walls and constructing new concrete abutments behind them. This would be implemented where feasible to preserve the aesthetic features of the original limestone at the bridge underpasses. Abutments at the Clybourn Avenue and Fullerton Avenue bridges would need to be replaced in the same location with concrete abutments because of the limited right-of-way, abutment skew, and required phased construction. Subsequent final design will determine if the abutment can be preserved at the Wrightwood Avenue bridge location.

Throughout the Project corridor, many of the existing limestone retaining walls have shown significant signs of deterioration such as crumbling stones, cracks, holes, and leaning walls.

In many cases, these walls can no longer be economically maintained. In addition, due to the proposed shift in tracks to the west, taller retaining walls are required west of the tracks to accommodate increased structural loads needed from the track shift. Where feasible, the original limestone retaining walls located east of the tracks along the Project corridor would be maintained unless signs of deterioration necessitate the need to replace. This would help preserve some of the original limestone retaining wall structures along the Project corridor.

Where limestone retaining walls cannot be retained, cast in place concrete retaining walls would be built. The proposed cast in place concrete retaining walls would be built with an 80 year design life and would be constructed in accordance with American Railway Engineering and Maintenance-of-Way Association (AREMA) standards. To improve the aesthetics of the proposed retaining walls, residents of the community were given an opportunity to vote on retaining wall treatments during the public open house on April 27, 2022, and online through May 23, 2022.

1.3.2 Metal Bridge Structures

Comment #2: While some of the metal railway bridge spans are deteriorated, the bridge at Addison (c. 1958) and perhaps others which are in good condition, should be considered for reuse for more pastoral projects like the extension of the Bloomingdale Trail/606 and other such proposed pedestrian trails looking to the future. On the Bloomingdale Trail/606, a historic bridge span from another site, was reused as a replacement bridge over Western Avenue and refurbished. The older relocated replacement structure appears historic and distinguished, and was modestly repaired and repainted, at a huge cost savings. When possible, such reuses for a variety of proposed new inner-city trails for pedestrians and bikes should be employed, looking to the future.

Comment Response: Thank you for your comment. As part of the eligibility and effects assessments, the UP North Line within the APE of the Project, including all bridges within the Project corridor were evaluated for potential eligibility using NRHP Criteria. Based on this evaluation, the FTA has determined that neither the UP North Line nor the bridges are eligible for inclusion on the NRHP. Because the UP North Line and bridges within the APE were not determined to be eligible for inclusion on the NRHP, there would be no adverse effects to these resources.

Please note that the proposed Project does not include the replacement of the Addison Street bridge. This bridge span would be preserved and rehabilitated. The other 11 bridges proposed for replacement from Fullerton Avenue to Cornelia Street have in most cases, deteriorated to the point that reuse is likely not an option. These bridge spans are typically rusted with oftentimes large holes that would make it unsuitable for pedestrian bridge uses.

At this time, no agency, organization, community member or other consulting party has inquired about the potential reuse or relocation of these bridge structures. Public involvement has been sought in development of the environmental evaluation for this Project.

This page intentionally left blank.

Attachment A

Illinois State Historic Preservation Office Correspondence



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

Cook County PLEASE REFER TO: SHPO LOG #026081921
Chicago
Between Bridge Milepost 3.27 (North of Deering) and Milepost 5.22 (Grace Street Bridge), Chicago
FTA, METRA-4840,
Shift Track Alignment & Replace Retaining Walls and 11 Bridges, UP North Line

April 13, 2022

Elizabeth Breiseth
U.S. Department of Transportation
Federal Transit Administration Region V
200 W. Adams St., Suite 320
Chicago, IL 60606

Dear Ms. Breiseth:

Thank you for requesting comments from our office concerning the possible effects of the referenced project on cultural resources. 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". Our staff has reviewed the Eligibility and Effects Determinations Report as submitted by your office.

1. This office concurs with the FTA that 1800 W. Roscoe Street (Eversharp Pencil Factory) and 1751-1757 W. Belmont Ave. (Monastery Hill Bindery) are individually eligible for listing to the National Register of Historic Places (NRHP).
2. This office has determined that the Metra UP North line is eligible for listing to the NRHP under Criterion A at the local level of significance with a period of significance of 1854 to 1972. Completed in 1854 as the Chicago & Milwaukee Railway, the line was and continues to be a significant commuter rail line from Downtown Chicago, Illinois, to Kenosha, Wisconsin. The eleven bridges and abutments in the undertaking are contributing resources to that eligible resource.
3. We concur with the FTA that the undertaking poses no adverse effect to 1800 W. Roscoe Street and 1751-1757 W. Belmont Ave.
4. This office has determined that the bridges slated for replacement are too deteriorated to be repaired under Standard 6 and can be replaced compatibly. Since the limestone abutments are being retained and since the APE of this undertaking is a small portion of the line's overall length, this undertaking may avoid an adverse effect if the designs of the new bridges are visually compatible with those of the historic bridges. Slides 11 and 32 from the PowerPoint presentation given at the Consulting Parties meeting on 3/30/22 provide partial views of the likely design. When viewed from street level, the new designs should mimic the overall appearance and scale of the historic steel, through-girder bridge spans. Please submit the proposed designs for review and comment.

If you have further questions, please contact CJ Wallace at 217-785-5027 or carol.wallace@illinois.gov.

Sincerely,

Carey L. Mayer, AIA
Deputy State Historic
Preservation Officer

CLM



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

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

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

April 26, 2022

Ms. CJ Wallace
Cultural Resources Coordinator
State Historic Preservation Office-IDNR
Attn: Review & Compliance
1 Old State Capitol Plaza
Springfield, Illinois 62701

RE: Section 106 Eligibility and Effects Determinations for Metra's Union Pacific North (UP-N) Bridge Replacement Project, Chicago, IL (SHPO Log #026081921)

Dear Ms. Wallace:

The Federal Transit Administration (FTA) is writing to continue consultation with your office on the Metra's Union Pacific-North (UP-N) Bridge Replacement Project (the Project). Thank you for your review of the eligibility and effects report submitted to your office on March 10, 2022. We appreciate receiving concurrence from your office on April 13, 2022, with our determination that 1800 W. Roscoe Street (Eversharp Pencil Factory) and 1751-1757 W. Belmont Ave. (Monastery Hill Bindery) are both individually eligible for listing to the National Register of Historic Places (NRHP) and that the Project will result in no adverse effects to those properties.

Given the nature and extent of potential effects, FTA determined an NRHP evaluation of the entire line was beyond the scope of this undertaking and that the level of effort provision for the identification of historic properties pursuant to 36 CFR 800.4(b)(1) had been met. FTA determined that the portion of the Metra UP North line within the Project APE was not eligible for the NRHP. However, the letter issued by your office on April 13, 2022, provided a determination on the entire line. Your office offered the following evaluation and determination:

The Metra UP North line is eligible for listing to the NRHP under Criterion A at the local level of significance with a period of significance of 1854 to 1972. Completed in 1854 as the Chicago & Milwaukee Railway, the line was and continues to be a significant commuter rail line from Downtown Chicago, Illinois, to Kenosha, Wisconsin. The eleven bridges and abutments in the undertaking are contributing resources to that eligible resource.

Therefore, FTA assumes your office disagrees that the level of effort provision was met.

In response to the eligibility determination provided by your office, FTA conducted additional research to better understand the history of the line and, unfortunately, identified some inaccuracies in the historic context provided in the eligibility and effects report. We believe these inaccuracies led your office to determine the line was eligible for the NRHP. A brief clarification to the history of the UP North Line is provided below.

The route followed by the UP North Line was constructed in 1854 by the Chicago & Milwaukee Railroad. The Illinois portion was chartered on February 17, 1851, as the Illinois Parallel Railroad (IPRR). Its charter permitted construction of a 44.6 mile rail line northward from Chicago through Waukegan, Illinois to Wisconsin paralleling Lake Michigan. On February 5, 1853, the line's name became the Chicago and Milwaukee Railroad and construction reached Waukegan on December 19, 1854. The first passenger service between Chicago and Waukegan began on January 4, 1855. The railroad merged with the Green Bay, Milwaukee & Chicago Railroad in 1863, which established the connection to Kenosha and Milwaukee. The Chicago and Milwaukee Railroad was acquired by the Chicago and North Western Railway in 1866. Chicago and North Western ended operations between Chicago and Milwaukee in 1971 and the line was truncated to Kenosha. The line became part of Metra when the agency was formed in 1984. The trains continued to be operated by the Chicago and North Western Railway under contract until that railroad was bought by Union Pacific in 1995. UP now operates passenger services along the line for Metra.

Based on our additional research, FTA has found that the connection between Chicago and Kenosha, while important, was not the primary or significant feature of the line. The initial connection was construction between Chicago and Waukegan and then the primary service between Chicago and Milwaukee was established through acquisition of an existing line. Kenosha was not established as a terminus on the line until 1971. Therefore, FTA does not recommend that the UP North Line is eligible under Criterion A with local significance for the commuter connection to Kenosha.

Further, the commuter connection to Milwaukee was contemporaneous to the Chicago, Milwaukee, St. Paul, and Pacific Railroad, which established the Chicago-Milwaukee connection in 1874. Amtrak presently runs the Hiawatha service between Chicago and Milwaukee on the former Chicago, Milwaukee, St. Paul, and Pacific Railroad line. Therefore, FTA has also determined that the connection to Milwaukee made on the UP North line is not significant at the local or national level under Criterion A as there was a contemporary commuter connection between the two cities that remains in operation today.

Based on this new information, we request your concurrence that the UP North Line is not eligible for inclusion in the NRHP, nor are its bridges contributing features. We look forward to receiving comments from your office regarding this correspondence. Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.breiseth@dot.gov with any questions.

Metra's UP-N Bridge Replacement Project, Chicago, IL

Sincerely,

ROBERT S MCKENZIE Digitally signed by ROBERT S MCKENZIE
Date: 2022.04.26 07:54:19 -05'00'

R. Stewart McKenzie, AICP
Director, Office of Financial Management and Program Oversight

ecc: Elizabeth Breiseth, FTA
Tony Greep, FTA
Dan Thomas, Metra



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

Cook County

Chicago

Shift Track Alignment & Replace Retaining Walls and 11 Bridges, UP North Line

Between Bridge Milepost 3.27 (North of Deering) and Milepost 5.22 (Grace Street Bridge), Chicago

FTA, METRA-4840,

SHPO Log #026081921

May 27, 2022

Elizabeth Breiseth

U.S. Department of Transportation

Federal Transit Administration Region V

200 W. Adams St., Suite 320

Chicago, IL 60606

Dear Elizabeth:

Thank you for your letter of April 26, 2022, regarding the Section 106 Eligibility and Effects Determinations for Metra's Union Pacific North (UP-N) Bridge Replacement Project, Chicago, IL (SHPO #026081921). Our letter of April 13, 2022, concurred with the FTA that 1800 W. Roscoe St. (Eversharp Pencil Factory) and 1751-1757 W. Belmont Ave. (Monastery Hill Bindery) are each individually eligible for listing to the National Register of Historic Places (NRHP) and that the Project will result in no adverse effects to those properties. It also asserted that the Metra UP North Line, originally the Chicago & Milwaukee Railway, was eligible for listing to the NRHP under Criterion A at the local level of significance with a period of significance of 1854 to 1972 and the eleven bridges and abutments in the undertaking are contributing resources to that eligible resource.

The SHPO has considered FTA's clarification in its April 26, 2022, letter that detailed inaccuracies in the previously submitted historical context. After further consideration, we believe the UP North Line eligible to be listed on the NRHP as a linear resource. While the eleven UP North Line steel through-girder bridges, masonry and concrete abutments, the retaining walls, and track beds are common types for the period of significance and are not individually eligible for the NRHP, they are contributing elements to the UP North Line as an eligible resource.

This office has determined that the bridges slated for replacement are too deteriorated to be repaired under Standard 6 of the Secretary of the Interior's Standards for Rehabilitation, and they can be compatibly replaced. Since the APE of this undertaking is a small portion of the UP North Line's overall length, and since the Project is retaining the historic limestone abutments, this undertaking may avoid an adverse effect if the designs of the new bridges are visually compatible with those of the historic bridges. When viewed from street level, the new bridge designs should mimic the overall appearance and scale of the historic steel, through-girder bridge spans. Please submit the proposed designs for review and comment.

We would like to see a more thorough investigation of the history and context of the UP North Line as an NRHP-eligible linear resource, but we feel that doing so is not critical for this particular undertaking and hope to conduct research in coordination with FTA at a later date

We thank you for your thorough and detailed findings in the Historic Eligibility and Effects Report and look forward to continuing consultation.

Sincerely,

Carey L. Mayer, AIA

Deputy State Historic Preservation Officer

CLM



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)

June 13, 2022

Ms. CJ Wallace
Cultural Resources Coordinator
State Historic Preservation Office-IDNR
Attn: Review & Compliance
1 Old State Capitol Plaza
Springfield, Illinois 62701

RE: Section 106 Eligibility and Effects Determinations for Metra's Union Pacific North (UP-N) Bridge Replacement Project, Chicago, IL (SHPO Log #026081921)

Dear Ms. Wallace:

The Federal Transit Administration (FTA) is writing to continue consultation with your office on the Metra's Union Pacific-North (UP-N) Bridge Replacement Project (the Project). Thank you for your letter dated May 27, 2022, in response to our April 26, 2022, correspondence regarding the eligibility of the Metra Union Pacific – North (UP-N) line for the National Register of Historic Places (NRHP).

FTA appreciates that your office believes the line to be eligible and that your office agrees further evaluation is beyond the scope of this undertaking pursuant to 36 CFR § 800.4(b)(1). For purposes of this Project, however, your office has not provided sufficient documentation or evaluation to warrant a determination that the Metra UP-N line is NRHP eligible. Until such time as a formal evaluation of eligibility is completed, FTA's position remains the segment of the line within the Project APE does not contribute to the potential, and as of yet undetermined, significance of the line; therefore, for the purposes of Section 106 consultation, FTA has determined that this segment should be considered not eligible.

Please contact Elizabeth Breiseth at (312) 353-4315 or Elizabeth.breiseth@dot.gov with any questions.

Sincerely,

**ROBERT S
MCKENZIE**

Digitally signed by ROBERT S
MCKENZIE
Date: 2022.06.13 12:36:38 -05'00'

R. Stewart McKenzie, AICP
Director, Office of Financial Management and Program Oversight

Metra's UP-N Bridge Replacement Project, Chicago, IL

ecc: Elizabeth Breiseth, FTA
Tony Greep, FTA
Rita Yamin, Metra

From: Wallace, Carol <Carol.Wallace@Illinois.gov>
Sent: Friday, July 15, 2022 8:04 AM
To: Breiseth, Elizabeth (FTA); Rubano, Anthony
Cc: Greep, Anthony (FTA)
Subject: RE: FTA Project reviews

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I think our 5/27 letter wraps that up!

I'll be on vacation 7/29-8/8 so we should coordinate re: anything deadline-driven during that time.

CJ Wallace

Pronouns: she/her/hers ([Tell me more!](#))

Regulatory Review & Compliance Manager

Illinois State Historic Preservation Office

Office 217-785-5027 Mobile 217-761-0104

Carol.Wallace@Illinois.gov

Member – IDNR Diversity, Equity, Accessibility, and Inclusion (DEAI)



From: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>
Sent: Friday, July 15, 2022 6:54 AM
To: Wallace, Carol <Carol.Wallace@Illinois.gov>; Rubano, Anthony <Anthony.Rubano@Illinois.gov>
Cc: Greep, Anthony (FTA) <anthony.greep@dot.gov>
Subject: [External] RE: FTA Project reviews

I appreciate you getting the letter out!

Also, for the Metra UP-N project (SHPO Log 026081921) FTA considers consultation complete, but please let me know if you intend to issue a response letter. We cannot finalize our NEPA document until we know if your office will response.

Thanks!

From: Wallace, Carol <Carol.Wallace@Illinois.gov>
Sent: Wednesday, July 13, 2022 3:24 PM
To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>; Rubano, Anthony

<Anthony.Rubano@Illinois.gov>

Cc: Greep, Anthony (FTA) <anthony.greep@dot.gov>

Subject: RE: FTA Project reviews

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thank you for continuing to bump these to the top of my inbox!

CJ Wallace

Pronouns: she/her/hers ([Tell me more!](#))

Regulatory Review & Compliance Manager

Illinois State Historic Preservation Office

Office 217-785-5027 Mobile 217-761-0104

Carol.Wallace@Illinois.gov

Member – IDNR Diversity, Equity, Accessibility, and Inclusion (DEAI)



From: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>

Sent: Wednesday, July 13, 2022 2:43 PM

To: Wallace, Carol <Carol.Wallace@Illinois.gov>; Rubano, Anthony <Anthony.Rubano@Illinois.gov>

Cc: Greep, Anthony (FTA) <anthony.greep@dot.gov>

Subject: [External] RE: FTA Project reviews

Thank you!

From: Wallace, Carol <Carol.Wallace@Illinois.gov>

Sent: Wednesday, July 13, 2022 2:37 PM

To: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>; Rubano, Anthony <Anthony.Rubano@Illinois.gov>

Cc: Greep, Anthony (FTA) <anthony.greep@dot.gov>

Subject: RE: FTA Project reviews

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Elizabeth,

Your letter is now live. Let me know if you have questions.

CJ Wallace

Pronouns: she/her/hers ([Tell me more!](#))

Regulatory Review & Compliance Manager

Illinois State Historic Preservation Office

Office 217-785-5027 Mobile 217-761-0104

Carol.Wallace@Illinois.gov

Member – IDNR Diversity, Equity, Accessibility, and Inclusion (DEAI)



From: Breiseth, Elizabeth (FTA) <elizabeth.breiseth@dot.gov>

Sent: Wednesday, July 13, 2022 8:10 AM

To: Wallace, Carol <Carol.Wallace@Illinois.gov>; Rubano, Anthony <Anthony.Rubano@Illinois.gov>

Cc: Greep, Anthony (FTA) <anthony.greep@dot.gov>

Subject: [External] RE: FTA Project reviews

Importance: High

CJ and Anthony,

As I've previously indicated, the NICTD project is a critical path item. I found the attached, blank letter in the database. Has the review been completed? NICTD submitted their response on 7/2 and is anxious for a response.

Also, do you intend to issue a response to our last letter for Metra's UP-N project?

Please know that I have it on my list to send example correspondence from other SHPO offices – I hope to get to that this week.

Thanks, Elizabeth

From: Breiseth, Elizabeth (FTA)

Sent: Wednesday, June 29, 2022 11:43 AM

To: Wallace, Carol <Carol.Wallace@Illinois.gov>; Rubano, Anthony <Anthony.Rubano@Illinois.gov>

Cc: Greep, Anthony (FTA) <anthony.greep@dot.gov>

Subject: FTA Project reviews

Hi CJ and Anthony,

Thank you for the productive conversation on Monday.

Have you had the opportunity to review the June 2nd NICTD catenary submittal (SHPO Log 20092520)? As we discussed on the Monday, this project is holding up other grant applications, so we are happy to schedule a meeting with NICTD and your office to address any outstanding questions you may have.

Additionally, please let us know if you plan to respond to our June 13th letter regarding the UP-N eligibility (SHPO Log 026081921). As our letter indicates, FTA has met the level of effort provision pursuant to 36 CFR § 800.4(b)(1), thus fulfilling its obligations under 36 CFR Part 800, and we consider consultation complete at this time.

Thanks, Elizabeth

Elizabeth Breiseth (*She/Her/Hers*)
Environmental Protection Specialist
U.S. Department of Transportation
Federal Transit Administration Region V
200 West Adams Street, Suite 320
Chicago, IL 60606
Email: elizabeth.breiseth@dot.gov
Direct: (312) 353-4315

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

Attachment B

Preservation Chicago Correspondence

April 7, 2022

Ms. Elizabeth Breiseth
Environmental Protection Specialist
U.S. Department of Transportation
Federal Transit Administration Region V
200 West Adams Street, Suite 320
Chicago, IL 60606

RE: Metra's Union Pacific North (UP-N) Bridge Replacement Project (SHPO Log #026081921)

Dear Ms. Breiseth:

Thank you for facilitating the Section 106 review for Metra's Union Pacific North Bridge Replacement Project. We at Preservation Chicago understand and value and the need to update Chicago's transit infrastructure, while addressing public safety issues. We are hopeful that the reconstruction project can proceed with the implementation of the suggestions noted below.

Our thoughts were two items of concern to consider:

- 1. Historic Limestone Retaining Walls:** In many instances in the past, the large hewn historic limestone block retaining walls are often removed and replaced with an artificial stone and concrete wall material which is not attractive. It would be favorable to consider retaining these large hewn natural quarried stones, with their distinctive rock face as retaining walls and visible to the public. We are also questioning the lifespan of this new concrete artificial material, as the existing limestone which often remains in good condition has lasted more than 120 years. Even if rebuilt or reconstructed where possible, this limestone material should be considered for reuse on site as the principal retaining walls, versus being disposed and sent to landfill. It should also be a visible feature to the public right-of-way, where possible and not buried or concealed. The older limestone blocks should ideally be cleaned of paint and soot to expose the natural limestone surface, becoming an authentic historic feature of these new bridge spans, even when a new steel bridge is employed or built. These amazing features are historic to these underpasses and worthwhile to retain. These stone features often date to the early 1900s and are interesting components of these historic spans to retain and reset where possible.
- 2. Metal Bridge Structures:** While some of the metal railway bridge spans are deteriorated, the bridge at Addison (c. 1958) and perhaps others which are in good condition, should be considered for reuse for more pastoral projects like the extension of the Bloomingdale Trail/606 and other such proposed pedestrian trails looking to the future. On the Bloomingdale Trail/606, a historic bridge span from another site, was reused as a replacement bridge over Western Avenue and refurbished. The older relocated replacement structure appears historic and distinguished, and was modestly repaired and repainted, at a huge cost savings. When possible, such reuses for a variety of proposed new inner-city trails for pedestrians and bikes should be employed, looking to the future.

Ms. Elizabeth Breiseth
Section 106 Review
Metra Union Pacific North Bridge Replacement
April 7, 2022
Page 2 of 2

We understand that many of these railroad bridge spans crossing these arterial streets are deteriorated, and many are in fair to poor condition. However, the large-hewn limestone blocks and retaining walls are of fine quality and should be preserved wherever possible. They are historic features and often have excellent character and perhaps a much longer lifespan than the new concrete material with its artificial, molded-stonework appearance. In some situations, these reconstruction projects are coupled with poor-quality materials, including concrete block garden walls, adjoining the new replacement spans. Preservation Chicago has noted these materials employed at at the Metra Line near Ravenswood and Montrose, on the west side of the railway tracks. These are all unattractive materials, which appear to be “off the shelf,” and available at a local Home Depot or Menards home improvement store and appear inappropriate for large first-class public transit projects in a place like Chicago. We can collectively do better and want to encourage the design teams to aspire to a project worthy of a good quality Chicago transit reconstruction project, lasting a century or more.

Thank you again for your work facilitating this process. We look forward to seeing alternative solutions, which include a more substantial retention of stonework. Please do not hesitate to outreach if you have any questions.

Sincerely,



Ward Miller
Executive Director

Appendix C

Noise and Vibration Supporting Documentation

Appendix C-1: Noise and Vibration Measurements Program Report

Metra UP North Rebuild: Fullerton to Addison



Noise and Vibration Measurement Program

Metra project No. 4840
CDMS project No. 261845
CSA project No. J2020-1710-1

February 25, 2022

Prepared for:



547 W. Jackson Blvd.
Chicago, IL 60661

Prepared by:



125 S. Wacker Dr.
Suite 700
Chicago, IL 60606



Cross-Spectrum Acoustics

25A Granby St.
East Longmeadow, MA 01028

Table of Contents

Section 1 Introduction and Background 1-1

Section 2 Acoustics Background 2-1

 2.1 Noise Basics..... 2-1

 2.2 Vibration Basics..... 2-3

Section 3 Noise Measurements 3-1

 3.1 Noise Measurement Locations 3-1

 3.2 Noise Measurement Instrumentation and Procedures..... 3-7

 3.3 Noise Measurement Results 3-7

Section 4 Vibration Measurements 4-1

 4.1 Vibration Measurement Locations 4-1

 4.2 Vibration Measurement Instrumentation and Procedures..... 4-5

 4.3 Vibration Measurement Results 4-5

Section 5 Discussion of Measurement Results..... 5-1

 5.1 Noise Measurement Results 5-1

 5.2 Vibration Measurement Results 5-3

List of Tables

Table 1: Long-Term Noise Exposure Measurement Results 3-7

Table 2: Short-Term Noise Exposure Measurement Results..... 3-8

Table 3: Metra Train Noise Measurement Results..... 3-9

Table 4: Metra Train Vibration Measurement Results..... 4-5

Table 5: Contribution of Metra Train Operations to Long-Term Noise Exposure..... 5-2

Table 6: Contribution of Metra Train Operations to Short-Term Noise Exposure 5-3

List of Figures

Figure 1: Typical A-Weighted Sound Levels 2-2

Figure 2: Typical Ldn Noise Exposure Levels 2-3

Figure 3: Typical Levels of Ground-Borne Vibration 2-5

Figure 4: Noise Measurement Locations (Map 1 of 2) 3-5

Figure 5: Noise Measurement Locations (Map 2 of 2) 3-6

Figure 6: Vibration Measurement Locations (Map 1 of 2) 4-3

Figure 7: Vibration Measurement Locations (Map 2 of 2) 4-4

Figure 8: Average Maximum Metra Train Vibration Levels vs. Distance at Site STV-6 5-4

Appendices

- Appendix A – Measurement Site Photographs
- Appendix B – Noise Data
- Appendix C – Vibration Data

Section 1

Introduction and Background

This technical memorandum describes the methods and results of a baseline noise and vibration measurement program for the Metra UP North Rebuild: Fullerton to Addison Project environmental study being conducted as part of the National Environmental Policy Act (NEPA) process. The objectives of the measurements were (1) to document the existing noise and vibration conditions at representative sensitive receivers along the Project corridor and (2) to collect data for noise and vibration modeling purposes. The results of the measurements will serve as a basis for assessing the potential noise and vibration impacts of the Project.

The Federal Transit Administration (FTA) and Metra are proposing to shift the track alignment and replace abutments, retaining walls and 11 bridges over roadways along approximately 1.9 miles of the Union Pacific (UP) North Line above-grade commuter rail corridor. This corridor is within railroad right-of-way from north of the North Branch Chicago River bridge (UP mile post [MP] 3.27) to approximately Grace Street (UP MP 5.22) in Chicago, Illinois. The Project is located just south of the UP North Line Grace to Balmoral Project, which replaced 11 railroad bridges and rebuilt the existing Ravenswood train station. A Documented Categorical Exclusion (DCE) environmental document was completed and approved by Metra and the FTA for the Grace to Balmoral Project in June 2011; construction of the bridges is complete and station construction is ongoing. No permanent property acquisition or changes to the existing railroad right-of-way boundary are anticipated for this Project. The Project would include the following elements:

- Eleven (11) railroad bridges inclusive of the abutments would be replaced over the roadway from Fullerton Avenue to Cornelia Avenue along Metra's UP North Line.
- The roadway would be lowered by approximately 1 to 2 feet at Roscoe Street and Cornelia Avenue to maintain adequate vertical clearance for traffic underneath the bridges.
- Retaining walls would be replaced, and new retaining walls would be added from Fullerton Avenue to north of Lincoln Avenue/Addison Street along the Metra UP North Line. New retaining walls would be used to maintain the Project footprint within the existing right-of-way.
- A 12th existing steel railroad bridge at Lincoln Avenue/Addison Street on the UP North Line would be refurbished. Work would include lead abatement, prepping, and painting at the bridge.
- Track alignment would be shifted to the west throughout the Project corridor in order to align with the existing tracks at the Grace Street bridge north of the Project limits and the North Branch Chicago River bridge south of the Project limits. All track alignment adjustment would be located within the existing right-of-way and would continue to be refined in final design. The track height would be raised by up to 3 feet to maintain adequate vertical clearance under the bridges.

- Roadway reconstruction is anticipated at Cornelia Avenue and Roscoe Street and roadway resurfacing is anticipated at Clybourn Avenue and Fullerton Avenue. At these locations, all existing pavement and roadway markings would be replaced in accordance with CDOT rules and regulations. At other bridge replacement locations, roadway repaving and lane marking would occur if necessary following construction activities.
- Pedestrian improvements would include American with Disabilities Act (ADA) compliant sidewalks and restriped crosswalks where bridge underpasses are being reconstructed. No new sidewalks are proposed.

Some utility relocation and replacement would also be required to accommodate these infrastructure improvements. Existing utilities would be replaced or relocated at bridge structure replacement locations, along roadways that are to be lowered at Roscoe Street and Cornelia Avenue, at abutment replacement locations at Fullerton Avenue and Clybourn Avenue, and at some retaining wall locations.

The proposed shift in the track alignment and new construction has the potential to result in long-term operational noise and vibration effects as well as short-term construction noise and vibration effects. Therefore, a detailed noise and vibration impact assessment is required in accordance with the Federal Transit Administration (FTA) methodology and criteria guidelines contained in the *Transit Noise and Vibration Impact Assessment Manual* (FTA Report No. 0123, September 2018).

The Project corridor passes through densely populated single-family and multi-family residential neighborhoods, with some mixed commercial and industrial use. In addition to residences, sensitive receivers along the corridor include a limited number of parks, schools, and medical facilities. Major existing noise sources include Metra train operations along the entire corridor, CTA Brown Line elevated train operations along the north section of the corridor, and roadway traffic along streets parallel to the Metra tracks and along streets crossing under the Metra bridges. Although existing vibration sources along the corridor include motor vehicles on nearby roadways, vibrations from traffic are not generally perceptible unless the roads have significant bumps, potholes, or other uneven surfaces. Thus, the only significant sources of existing ground-borne vibration along the corridor are Metra and CTA train operations.

Following a discussion of relevant acoustics background information in Section 2 below, the measurement locations, methods and results for noise and vibration are described in Section 3 and Section 4, respectively. A discussion of the measurement results is provided in Section 5. In addition, measurement site photographs are included in Appendix A, and detailed noise and vibration data are included in Appendix B and Appendix C, respectively.

Section 2

Acoustics Background

2.1 Noise Basics

Sound is defined as small changes in air pressure above and below the standard atmospheric pressure and noise is usually considered to be unwanted sound. The three parameters that define noise include:

- **Level:** The level of sound is the magnitude of air pressure change above and below atmospheric pressure and is expressed in decibels (dB). Typical sounds fall within a range between 0 dB (the approximate lower limit of human hearing) and 120 dB (the highest sound level generally experienced in the environment). A 3 dB change in sound level is perceived as a barely noticeable change outdoors and a 10 dB change in sound level is typically perceived as a doubling (or halving) of loudness.

The combination of two or more sound levels at a single location requires decibel addition, which is the addition of logarithmic quantities of sound energy. For example, the following equation can be used to add two decibel levels (L1 and L2) to calculate the total level (L_{total}):

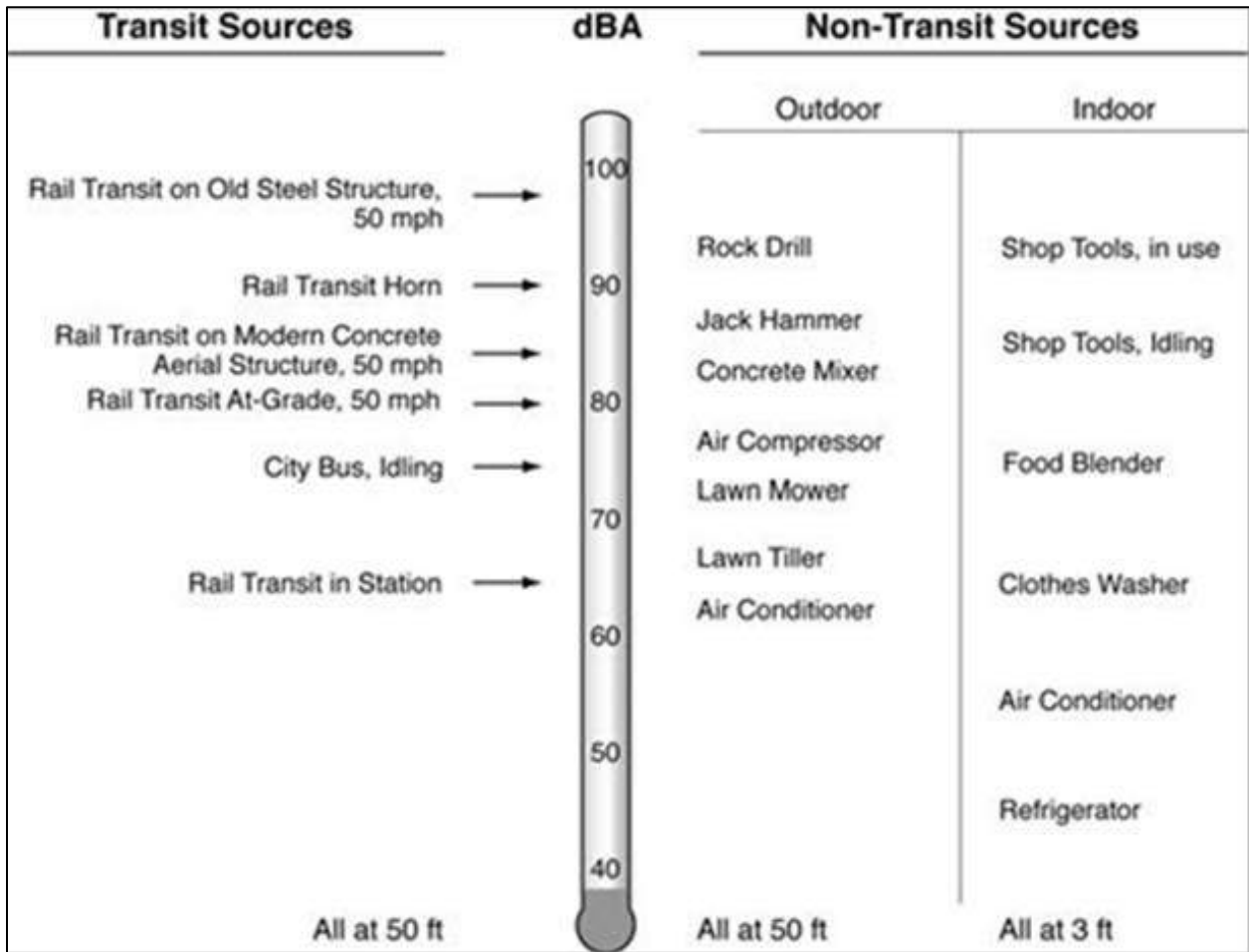
$$L_{total} = 10 * \log_{10} [10^{(L1/10)} + 10^{(L2/10)}]$$

Similarly, the following equation can be used to subtract one decibel level (L1) from the total level (L_{total}) to calculate the remaining level (L2):

$$L2 = 10 * \log_{10} [10^{(L_{total}/10)} - 10^{(L1/10)}]$$

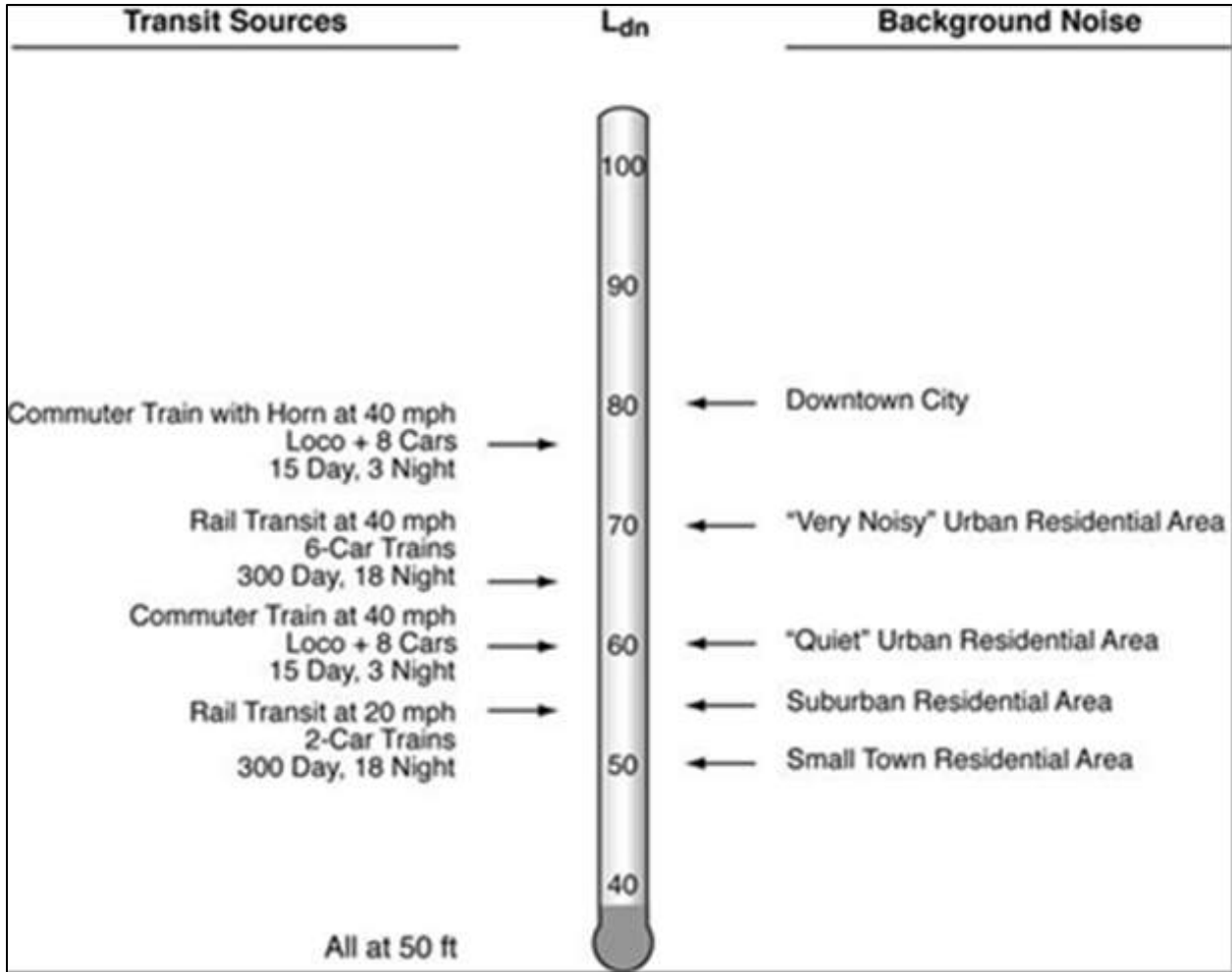
- **Frequency:** The frequency (pitch or tone) of sound is the rate of air pressure changes and is expressed in cycles per second, or Hertz (Hz). Human ears can detect a wide range of frequencies from about 20 Hz to 20,000 Hz; however, human hearing is less sensitive at high and low frequencies, and the A weighting system (dBA) is used to obtain a single-number descriptor that correlates with human response to noise. Figure 1 shows typical maximum A-weighted sound levels for transit and non-transit sources. The A-weighted sound level has been widely adopted by acousticians as the most appropriate descriptor for environmental noise. Noise can also be broken down and described on a frequency basis and presented as noise spectra, where noise levels are graphed versus frequency in octave or one-third octave bands.
- **Time Pattern:** Because environmental noise is constantly changing, it is common to condense all this information into a single number, called the "equivalent" sound level (Leq). The Leq represents the changing sound level over a period of time, typically 1 hour or 24-hours in transit noise applications. For assessing the noise impact of rail projects at residential land use, the Day-Night Sound Level (Ldn) is the noise descriptor commonly used, and it has been adopted by many agencies as the best way to describe how people respond to noise in their environment. Ldn is a 24-hour cumulative A-weighted noise level that includes all noises that occur during a day, with a 10-dB penalty for nighttime noise (10 pm to 7 am). This nighttime penalty means that any noise events at night are equivalent to ten similar events during the day. Typical Ldn values for various transit operations and environments are shown on Figure 2.

In addition to the Leq and Ldn, there are other metrics used to describe transit and environmental noise. The loudest 1 second of noise over a measurement period, or maximum A-weighted sound pressure level (Lmax), is used in many local and state ordinances for noise emitted from private land uses and for construction noise impact evaluations. Environmental noise can also be viewed on a statistical basis using percentile sound levels (Ln) which refer to the sound level exceeded “n” percent of the time. For example, the sound level exceeded 33 percent of the time, denoted as L33, is often found to approximate the Leq in the absence of loud intermittent noises (e.g., from trains or aircraft) and the sound level exceeded 90 percent of the time, denoted as L90, is often used to represent the “background” noise in a community.



Source: FTA, 2018

Figure 1: Typical A-Weighted Sound Levels



Source: FTA, 2018

Figure 2: Typical Ldn Noise Exposure Levels

2.2 Vibration Basics

Ground-borne vibration from rail transit trains refers to the fluctuating or oscillatory motion experienced by persons on the ground and in buildings near railroad tracks and structures. Vibration can be described in terms of displacement, velocity, or acceleration. Displacement is the easiest descriptor to understand. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. Velocity represents the instantaneous speed of the floor movement, and acceleration is the rate of change of the speed. Although displacement is easier to understand, the response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration.

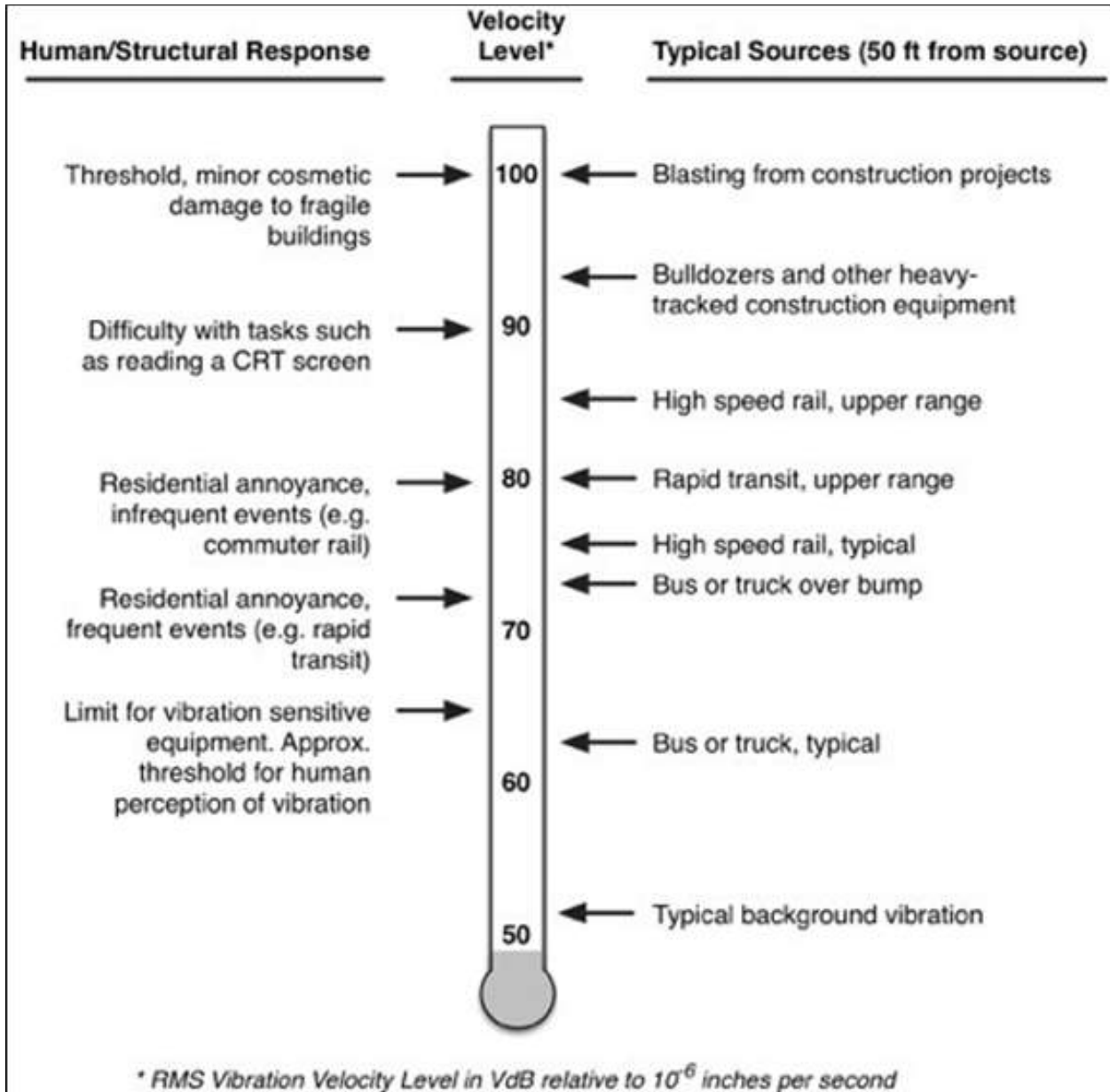
Two methods are used for quantifying vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal. PPV often is used in monitoring of blasting vibration, since it is related to the stresses experienced by buildings.

Although PPV is appropriate for evaluating the potential of building damage, it is not suitable for evaluating human response. It takes some time for the human body to respond to vibration impulses. In a sense, the human body responds to an average of the vibration amplitude. Because the net average of a vibration signal is zero, the root mean square (RMS) amplitude is used to describe the "smoothed" vibration amplitude.

PPV and RMS velocities are normally described in inches per second in the U.S. and in meters per second in the rest of the world. Although it is not universally accepted, decibel notation is in common use for vibration. Decibel notation compresses the range of numbers required to describe vibration. Vibration levels in this report are referenced to 1×10^{-6} inches per second (in/sec). Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

Common vibration sources as well as human and structural response to ground-borne vibration are illustrated in Figure 3. Typical vibration levels can range from below 50 VdB to 100 VdB (0.000316 in/sec to 0.1 in/sec). The human threshold of perception is approximately 65 VdB.

Ground-borne noise is a low-volume, low-frequency rumble inside buildings, resulting when ground vibration causes the flexible walls of the building to resonate and generate noise. Ground-borne noise is normally not a consideration when trains are elevated or at grade. In these situations, the airborne noise usually overwhelms ground-borne noise, so the airborne noise level is the major consideration. However, ground-borne noise becomes an important consideration where there are sections of the corridor that are in a tunnel or where sensitive interior spaces are well-isolated from the airborne noise. In these situations, airborne noise is not a major path and ground-borne noise becomes the most important path into the building. Ground-borne noise may also need to be considered in cases where the airborne noise from a project is mitigated by a sound wall.



Source: FTA, 2018

Figure 3: Typical Levels of Ground-Borne Vibration

This page intentionally left blank.

Section 3

Noise Measurements

Noise measurements were carried out at locations along the Project corridor during the period of July 19-22, 2021. The measurement locations, procedures and results are described in the subsections below.

3.1 Noise Measurement Locations

The noise measurement program consisted of both long-term (24-hour) and short-term (1 to 2-hour) monitoring of the A-weighted sound levels. Long-term noise measurements were made at eleven (11) sites (designated as LTN-1 through LTN-11) and short-term noise measurements were made at ten (10) sites (designated as STN-1 through STN-10). The noise measurement locations are shown in plan view on Figures 4 and 5, and measurement site photographs are included in Appendix A. Descriptions of each site are provided below:

Site LTN-1: 3645 N. Ravenswood Avenue. This location was selected to represent the long-term noise conditions at the residential area in the north end of the Project. The measurement was conducted at the edge of the front porch at this residence. The porch where the microphone was located is elevated roughly seven feet above the street level with a direct line of sight to the Metra tracks, which run along an embankment to the west. The dominant noise sources in the area were local vehicular traffic on surface streets and trains on the Metra tracks.

Site LTN-2: 1803 W. Eddy Street. The location was selected to represent the residential area along N. Ravenswood Avenue near the northern part of the Project. The measurement was conducted at the northeast corner of the front yard at this residence. The microphone at this site had direct line-of-sight to the Metra train tracks on an embankment to the east, and to the CTA tracks on an elevated structure to the west. The dominant noise sources in the area were local vehicular traffic on surface streets and trains on the Metra and CTA tracks.

Site LTN-3: 1752 W. Newport Avenue. This location was selected to represent the residential area near the area where the CTA elevated structure crosses over the Metra alignment. This measurement was conducted at the southwest corner of the front yard at this residence. The microphone at this site had direct line-of-sight to the Metra train tracks on an embankment to the west. While CTA trains run on an elevated structure to the south, direct line-of-sight from the microphone position was largely shielded by homes on the south side of Newport Avenue. The dominant noise sources in the area were local vehicular traffic on surface streets and trains on the Metra and CTA tracks.

Site LTN-4: 3246 N. Ravenswood Avenue. This location was selected to represent the residential area along N. Ravenswood Avenue near the middle portion of the Project. The measurement was conducted at the north edge of the front porch at this residence. The porch is elevated roughly three feet above the street level with a direct line-of-sight to the Metra train tracks, which are on an embankment to the east. The dominant noise sources in the area were local vehicular traffic on surface streets and trains on the Metra tracks.

Site LTN-5: 3139 N. Honore Street. This location was selected to represent the residences abutting the Metra tracks along N. Honore Street. The measurement was conducted at the northeast corner of this residence. The microphone was positioned between a wooden fence at the north edge of the property and the garage behind the house, where an alley separates the site and the tracks (which are on an embankment to the east). The dominant noise sources in the area were local vehicular traffic in the alley and trains on the Metra tracks.

Site LTN-6: 3125 N. Honore Street. This location was selected to represent residences in the N. Honore Street and N. Ravenswood Avenue area that are closer to the W. Barry Avenue Bridge. The measurement was conducted on the back porch at this residence. The porch is located above the rear garage structure at roughly the same elevation as the Metra train tracks, which are on an embankment to the east. The dominant noise sources in the area were trains on the Metra tracks, aircraft, and local resident activity.

Site LTN-7: 1763 W. Wellington Avenue. This location was selected to represent residences with decks and backyards that directly abuts the Metra tracks. The measurement was conducted on the front landing adjacent to the north façade of this residence. The landing is elevated at the top of several flights of stairs, roughly 15 feet above street level at a similar elevation and with direct line-of-sight to the Metra train tracks (which run on a bridge structure to the west). The dominant noise sources in the area were local vehicular traffic and trains on the Metra tracks.

Site LTN-8: 1802D W. Diversey Parkway. This location was selected to represent noise levels at the Picardy Place Condominiums on the west side of the Metra tracks. The measurement was conducted behind a residential unit located midway between W. Diversey Parkway and W. Oakdale Avenue. The microphone was positioned outside an iron fence behind the eastern edge of the property, where a wooden stockade fence on an embankment further to the east separates the site from the tracks. The dominant noise sources in the area were trains on the Metra tracks, an air conditioning unit behind the condominium building, and home construction (including a power washer) on the opposite side of the tracks near Site LTN-11.

Site LTN-9: 2654 N. Hartland Court. This location was selected to represent residences along the southern portion of the Project that directly abuts the Metra tracks. The measurement was conducted in the alley behind this residence. The microphone was positioned at ground level adjacent to the building façade, near the garage access alley west of the building. A wooden fence separates the alley from the tracks, which were not directly visible from the measurement location. The dominant noise sources in the area were local vehicular traffic accessing the garages and trains on the Metra tracks.

Site LTN-10: 1745 W. Terra Cotta Place. This location was selected to represent residences located near the Metra bridge over N. Clybourn Avenue. The measurement was conducted at the west side of the front yard at 1745 W Terra Cotta Place. The microphone was positioned at street level against the iron fence with a direct line-of-sight to the Metra train tracks, which run on a bridge structure to the west. The dominant noise sources in the area were local vehicular traffic, aircraft, and trains on the Metra tracks.

Site LTN-11: 1761 W. Surf Street. This location was selected to represent the residential area on the east side of the project, near N. Hermitage Avenue. The measurement was conducted on the front landing of this residence. The landing is elevated at the top of a flight of stairs, roughly seven feet above street level at a similar elevation to the Metra train tracks, which run on an embankment to the west. The dominant noise sources in the area were trains on the Metra tracks and home construction in the area, including a power washer operating on a lift across Surf Street to the north.

Site STN-1: W. Berteau Avenue Metra Bridge. This site was located beyond the north end of the Project alignment adjacent to a recently replaced Metra bridge. This location was selected to serve as a reference measurement site to document noise from train operations on the type of bridge that will replace the existing bridges as part of the Project. The microphone was supported above the sidewalk on the north side of W. Berteau Avenue, approximately 50 feet east of the Metra near track centerline. Noise sources affecting this location included local vehicular traffic and trains on the Metra bridge.

Site STN-2: Lois Klein Park. This park site was located on the east side of the alignment, adjacent to the embankment that supports the Metra tracks. Noise sources affecting this location included vehicle traffic on N Lincoln Avenue, trains on the Metra tracks, and park activity. This location was selected to represent noise levels at the nearby Lakeview Preschool Academy.

STN-3: W. Barry Avenue Metra Bridge (East Side). This site was located to the east of the bridge and was selected to serve as a reference measurement site to document noise from train operations on an existing Metra bridge that will be replaced as part of the Project. The microphone was supported above the sidewalk on the south side of W. Barry Avenue and on the east side of N. Ravenswood Avenue, approximately 50 feet east of the Metra near track centerline. Noise sources affecting this location included local vehicular traffic and trains on the Metra bridge.

STN-4: W. Barry Avenue Metra Bridge (West Side). This site was located to the west of the bridge and was selected to serve as a reference measurement site to compare noise from train operations with those at Site STN-3 which was located on the east side of the bridge. The microphone was supported above the sidewalk on the south side of W. Barry Avenue, approximately 50 feet west of the Metra near track centerline. Noise sources affecting this location included local vehicular traffic and trains on the Metra bridge.

STN-5: Wang (Chi Che) Park. Noise measurements were made at two positions in this park, located 50 feet and 100 feet from the Metra near track centerline. The 50-ft position was selected as a reference measurement site for train operations on embankment and the 100-ft position was selected to represent locations near benches at the park where passive recreation may occur. In addition to Metra train operations, noise sources affecting this location included traffic on W. Diversey Parkway, occasional traffic on W. Wolfram Street, and park activity.

STN-6: 2476 N. Clybourn Avenue. Noise measurements were made on W. Terra Cotta Place behind this residential building located east of the Metra tracks on an embankment. Sources of noise affecting this location included vehicle traffic on N. Clybourn Avenue, occasional vehicles on W. Terra Cotta Place, and Metra trains. This location was selected to represent residential land use to the east of the alignment, south of N. Clybourn Avenue.

STN-7: 1801 W. Eddy Street. This site was selected to supplement long-term measurement Site LTN-2, which was located at the adjacent residence and partially shielded from Metra train noise and N. Ravenswood Avenue traffic noise. The microphone was located on the sidewalk adjacent to this residence on the south side of W. Eddy Street and on the west side of N. Ravenswood Avenue, with an unobstructed view of the trains and traffic. The dominant noise sources in the area were local vehicular traffic on surface streets and trains on the Metra and CTA tracks. In addition, due to rail construction to the north, Metra trains were sounding their bells and horns near this site.

STN-8: 1756 W. Newport Avenue. This site was selected to supplement long-term measurement Site LTN-3, which was located at the adjacent residence and partially shielded from Metra train noise and N. Ravenswood Avenue traffic noise. The microphone was located on the sidewalk adjacent to this residence on the north side of W. Newport Avenue and on the east side of N. Ravenswood Avenue, with an unobstructed view of the trains and traffic. The dominant noise sources in the area were local vehicular traffic on surface streets and trains on the Metra and CTA tracks.

STN-9: W. Wellington Avenue Metra Bridge. This site was selected to supplement long-term measurement Site LTN-7, which was located on the opposite side of the Metra bridge. The microphone was located on the sidewalk approximately 30 feet west of the bridge structure on the south side of W. Wellington Avenue. Sources of noise affecting this location included local vehicular traffic and Metra trains.

STN-10: W. Diversey Parkway Metra Bridge. This site was selected to supplement long-term measurement Site LTN-8, which was located behind a residential unit at the Picardy Place Condominiums. The microphone was located near the south gate to the condominiums, supported on top of a portion of the bridge foundation at a height of approximately 10 feet above the ground to the west of the bridge. The microphone was also positioned at the setback distance of the rear façade of the condominium buildings. This microphone position was representative of the first floor of the condominium units and was partially shielded from Metra train noise by the bridge structure. Sources of noise affecting this location included heavy vehicular traffic on W. Diversey Parkway and Metra trains on the bridge.

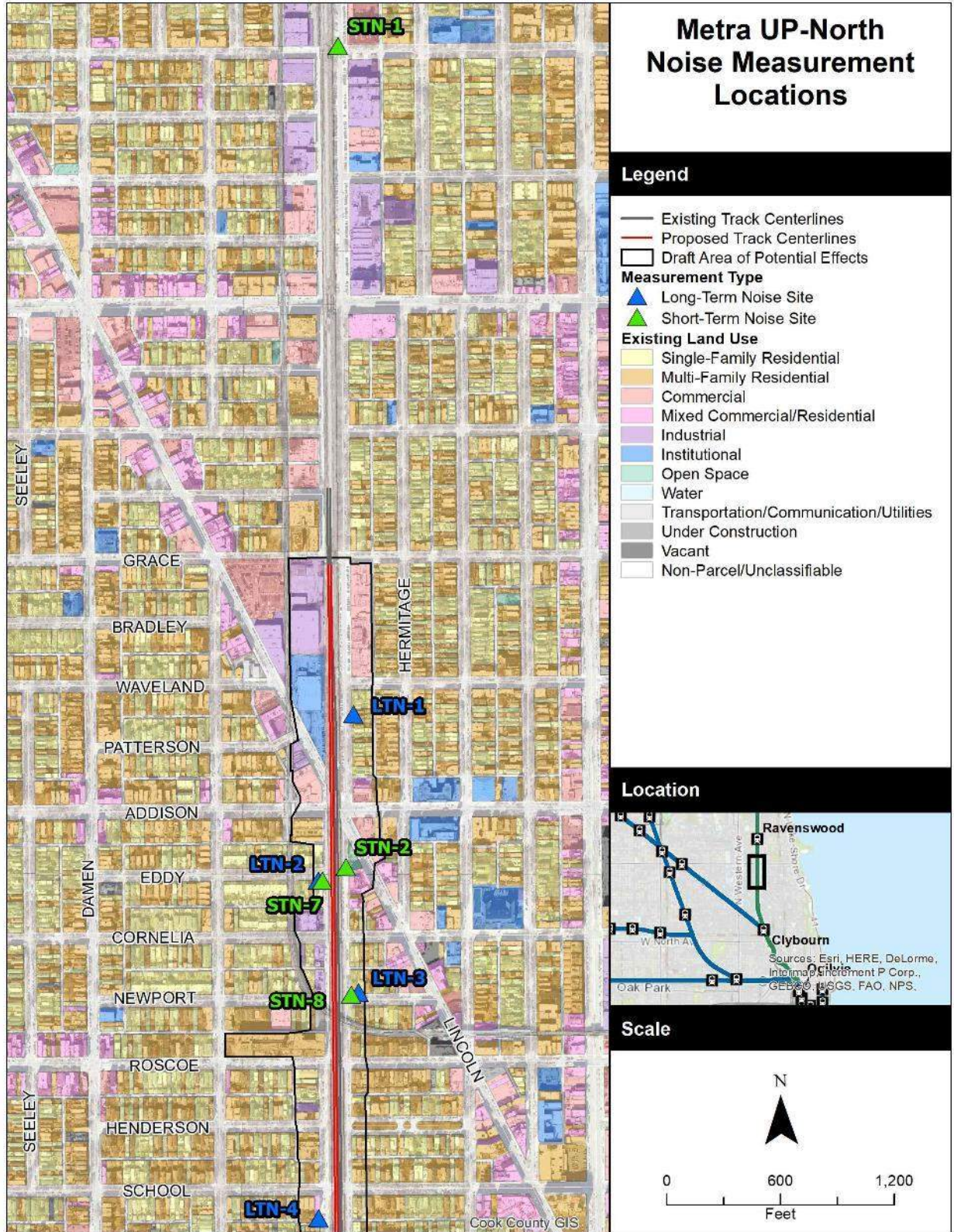


Figure 4: Noise Measurement Locations (Map 1 of 2)

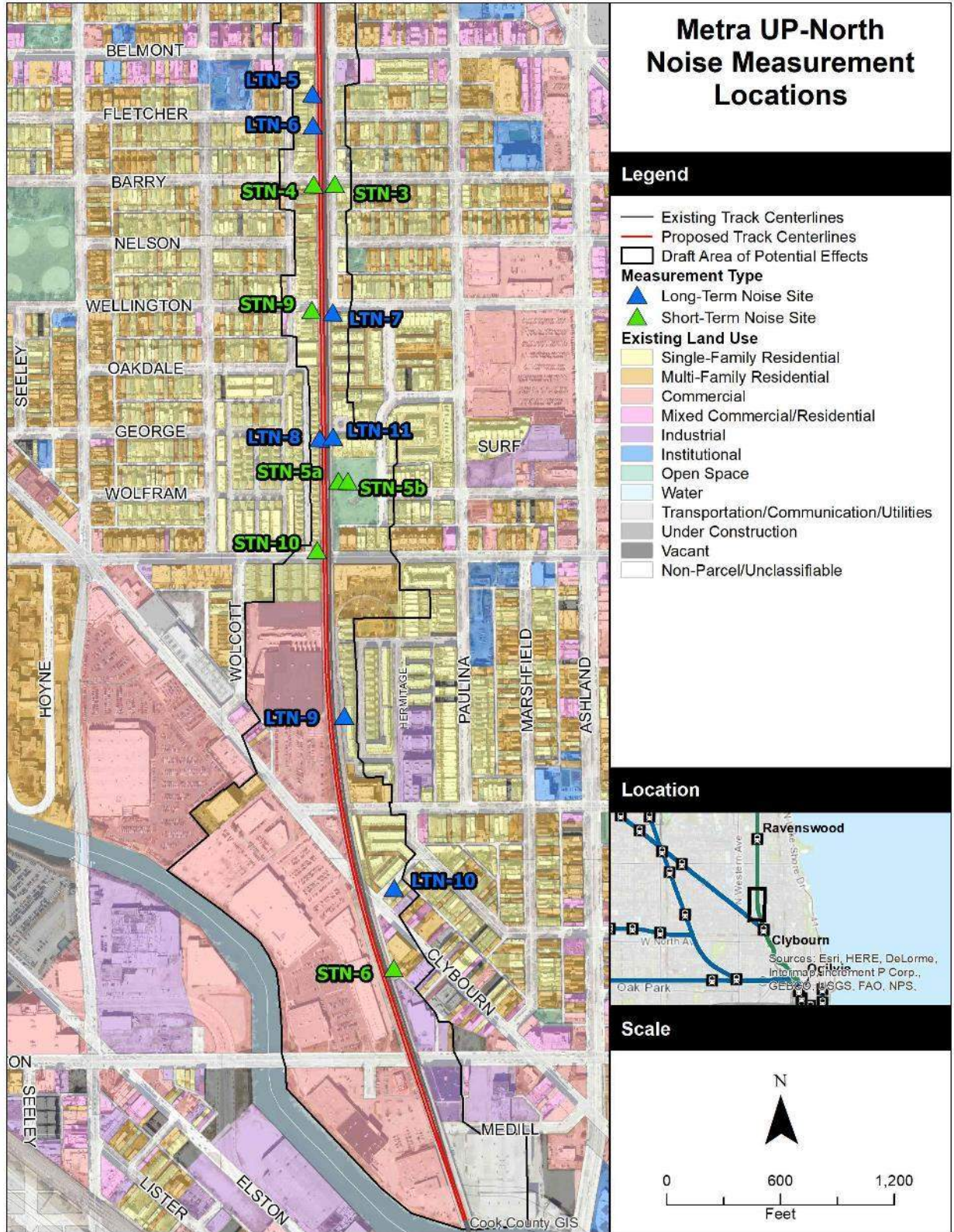


Figure 5: Noise Measurement Locations (Map 2 of 2)

3.2 Noise Measurement Instrumentation and Procedures

The noise measurements were carried out substantially in accordance with ANSI Standard S12.18 procedures, using NTi Audio model XL2 noise monitors that comply with ANSI Standard S1.4 for Class 1 (precision) sound level meters. Calibrations, traceable to the U.S. National Institute of Standards and Technology (NIST), were conducted before and after the measurements using an acoustic calibrator. The measurement microphones were protected by windscreens and supported on tripods at varying heights as described above in Section 3.1. Microphones at ground level positions were set at approximately five feet above the ground in accordance with accepted engineering practice. Monitoring included logging of the A-weighted equivalent sound levels (Leq) and maximum sound levels (Lmax, with slow averaging time) over 1-second intervals. Audible sources of noise were also observed and noted during the monitoring periods.

3.3 Noise Measurement Results

The overall results of the existing noise exposure measurements are summarized in Table 1 and Table 2 for the long-term and short-term sites, respectively. These tables include the measurement dates, times, durations, and measured noise exposure levels (Ldn for the long-term sites and Leq for the short-term sites). Hourly noise data for the long-term measurement sites are included in Appendix B.

Table 1: Long-Term Noise Exposure Measurement Results

Site No.	Side of Tracks	Measurement Site Description	Start of Measurement		Measurement Duration	Ldn (dBA)
			Date	Time		
LTN-1	East	3645 N. Ravenswood Avenue	7/19/21	9:00	24 hr.	67
LTN-2	West	1803 W. Eddy Street	7/19/21	9:00	24 hr.	70
LTN-3	East	1725 W. Newport Avenue	7/19/21	10:00	24 hr.	67
LTN-4	West	3246 N. Ravenswood Avenue	7/19/21	11:00	24 hr.	63
LTN-5	West	3139 N. Honore Street	7/19/21	11:00	24 hr.	62
LTN-6	West	3125 N. Honore Street	7/20/21	12:00	24 hr.	65
LTN-7	East	1763 W. Wellington Avenue	7/20/21	15:00	24 hr.	68
LTN-8	West	1802D W. Diversey Parkway	7/21/20	12:00	24 hr.	64
LTN-9	East	2654 N. Hartland Court	7/20/21	11:00	24 hr.	66
LTN-10	East	1745 W. Terra Cotta Place	7/20/21	11:00	24 hr.	62
LTN-11	East	1761 W. Surf Street	7/20/21	14:00	24 hr.	70

Table 2: Short-Term Noise Exposure Measurement Results

Site No.	Side of Tracks	Measurement Site Description	Start of Measurement		Measurement Duration	Leq (dBA)
			Date	Time		
STN-1	East	W. Berteau Ave. Metra Bridge	7/19/21	8:38	1 hr.	69
STN-2	East	Lois Klein Park	7/19/21	10:19	1.25 hr.	66
STN-3	East	W. Barry Ave. Metra Bridge	7/19/21	12:38	1 hr.	62
STN-4	West	W. Barry Ave. Metra Bridge	7/19/21	13:40	1 hr.	61
STN-5a	East	Wang (Chi Che) Park @ 50 ft.	7/20/21	9:41	2 hr.	61
STN-5b	East	Wang (Chi Che) Park @ 100 ft.	7/20/21	9:41	2 hr.	60
STN-6	East	2476 N. Clybourn Avenue	7/20/21	13:26	1.25 hr.	61
STN-7	West	1801 W. Eddy Street	7/21/21	11:28	1 hr.	65
STN-8	East	1756 W. Newport Avenue	7/21/21	10:01	1.33 hr.	63
STN-9	West	W. Wellington Ave. Metra Bridge	7/21/21	8:52	1 hr.	63
STN-10	West	W. Diversey Pkwy. Metra Bridge	7/21/21	7:42	1 hr.	70

The results of the existing Metra train noise measurements are summarized in Table 3 in terms of the range and average values for the maximum noise level (L_{max}) and Sound Exposure Level (SEL)² measured for train operations at each site.

² The SEL is the cumulative noise exposure from a single noise event (e.g., a train passage), normalized to an interval of one second. SEL contains the same overall sound energy as the actual varying sound energy during the event and is the primary metric for the measurement of transit vehicle noise emissions and an intermediate metric in the measurement and calculation of both Leq and Ldn. The SEL metric is A-weighted and is expressed in the unit dBA.

Table 3: Metra Train Noise Measurement Results

Site No.	Side of Tracks	Measurement Site Description	Lmax (dBA)		SEL (dBA)	
			Range	Average	Range	Average
Long-Term Noise Measurement Sites						
LTN-1	East	3645 N. Ravenswood Avenue	80-91	86	87-96	92
LTN-2	West	1803 W. Eddy Street	76-86	82	82-92	87
LTN-3	East	1725 W. Newport Avenue	78-90	82	84-93	88
LTN-4	West	3246 N. Ravenswood Avenue	77-87	83	82-93	89
LTN-5	West	3139 N. Honore Street	76-90	80	81-93	86
LTN-6	West	3125 N. Honore Street	81-92	86	87-96	91
LTN-7	East	1763 W. Wellington Avenue	82-92	88	89-97	94
LTN-8	West	1802D W. Diversey Parkway	75-91	85	82-96	91
LTN-9	East	2654 N. Hartland Court	80-90	86	87-96	92
LTN-10	East	1745 W. Terra Cotta Place	67-81	76	75-87	83
LTN-11	East	1761 W. Surf Street	83-95	89	89-99	95
Short-Term Noise Measurement Sites						
STN-1	East	W. Berteau Ave. Metra Bridge	81-85	83	88-92	90
STN-2	East	Lois Klein Park	80-86	83	88-91	90
STN-3	East	W. Barry Ave. Metra Bridge	81-84	83	88-90	89
STN-4	West	W. Barry Ave. Metra Bridge	78-87	82	85-92	88
STN-5a	East	Wang (Chi Che) Park @ 50 ft.	80-86	83	87-92	90
STN-5b	East	Wang (Chi Che) Park @ 100 ft.	77-81	80	86-89	88
STN-6	East	2476 N. Clybourn Avenue	80-86	82	87-92	89
STN-7	West	1801 W. Eddy Street	81-90	86	90-94	90
STN-8	East	1756 W. Newport Avenue	79-84	82	86-91	88
STN-9	West	W. Wellington Ave. Metra Bridge	78-86	81	85-91	87
STN-10	West	W. Diversey Pkwy. Metra Bridge	70-79	76	77-86	83

This page intentionally left blank.

Section 4

Vibration Measurements

Vibration measurements were carried out at locations along the Project corridor on July 19-20, 2021. The measurement locations, procedures and results are described in the subsections below.

4.1 Vibration Measurement Locations

The vibration measurement program consisted of short-term (1 to 2-hour) monitoring of the overall and one-third octave band vibration velocity levels. The short-term vibration measurements were made at seven (7) sites (designated STV-1 through STV-7). The vibration measurement locations are shown in plan view on Figures 6 and 7, and measurement site photographs are included in Appendix A. Descriptions of each site are provided below:

Site STV-1: W. Berteau Avenue Metra Bridge. This site was located beyond the north end of the Project alignment adjacent to a recently replaced Metra bridge, and was selected to serve as a reference measurement site to document vibration from train operations on the type of bridge that will replace the existing bridges as part of the Project. The accelerometer was mounted on the sidewalk on the north side of W. Berteau Avenue, approximately 25 feet east of the Metra near track centerline. The dominant sources of ground-borne vibration at this site were Metra trains.

Site STV-2: 1757 W. Newport Avenue. The accelerometer at this site was mounted on the sidewalk near the southwest corner of this residential building, approximately 60 feet from the Metra tracks that run along an embankment to the west and approximately 30 feet from the closest support pier foundation of the CTA steel elevated structure to the south that crosses the Metra tracks. **This site represents areas exposed to Metra and CTA train vibration.** The dominant sources of ground-borne vibration at this site were Metra and CTA trains.

STV-3: W. Barry Avenue Metra Bridge (East Side). This site was located to the east of the bridge and was selected to serve as a reference measurement site to document vibration from train operations on an existing Metra bridge that will be replaced as part of the Project. The accelerometer was mounted on the sidewalk on the south side of W. Barry Avenue and on the west side of N. Ravenswood Avenue, approximately 25 feet east of the Metra near track centerline. The dominant sources of ground-borne vibration at this site were Metra trains.

STV-4: W. Barry Avenue Metra Bridge (West Side). This site was located to the west of the bridge and was selected to serve as a reference measurement site to compare vibration from train operations with those at Site STV-3 located on the east side of the bridge. The accelerometer was mounted on the sidewalk on the south side of W. Barry Avenue, approximately 25 feet west of the Metra near track centerline. The dominant sources of ground-borne vibration at this site were Metra trains.

STV-5: 1763 W. Wellington Avenue. The accelerometer at this site was mounted on a grass surface near the northwest corner of this residential building. This site is representative of the homes closest to the Metra tracks in the W. Wellington Avenue area. The dominant sources of ground-borne vibration at this site were Metra trains on the bridge to the west.

STV-6: Wang (Chi Che) Park. Ground vibration measurements were made on the grass surface at four positions at this park, located 25, 50, 100 and 200 feet from the Metra near track centerline to the east of the tracks. The objective of these measurements was to document ground-borne vibration levels and propagation characteristics (i.e., the variation of vibration level with distance) for Metra train operations on embankment.

Site STV-7: 1777A W. Wrightwood Avenue. The accelerometer at this site was mounted on the ground adjacent to the northwest corner of this residential building, located on the south side of W. Wrightwood Avenue and east of the Metra tracks that run along an embankment just south of the Metra bridge. This site is representative of residences closest to the Metra track at the southern end of the Project. The dominant sources of ground-borne vibration at this site were Metra trains.



Figure 6: Vibration Measurement Locations (Map 1 of 2)

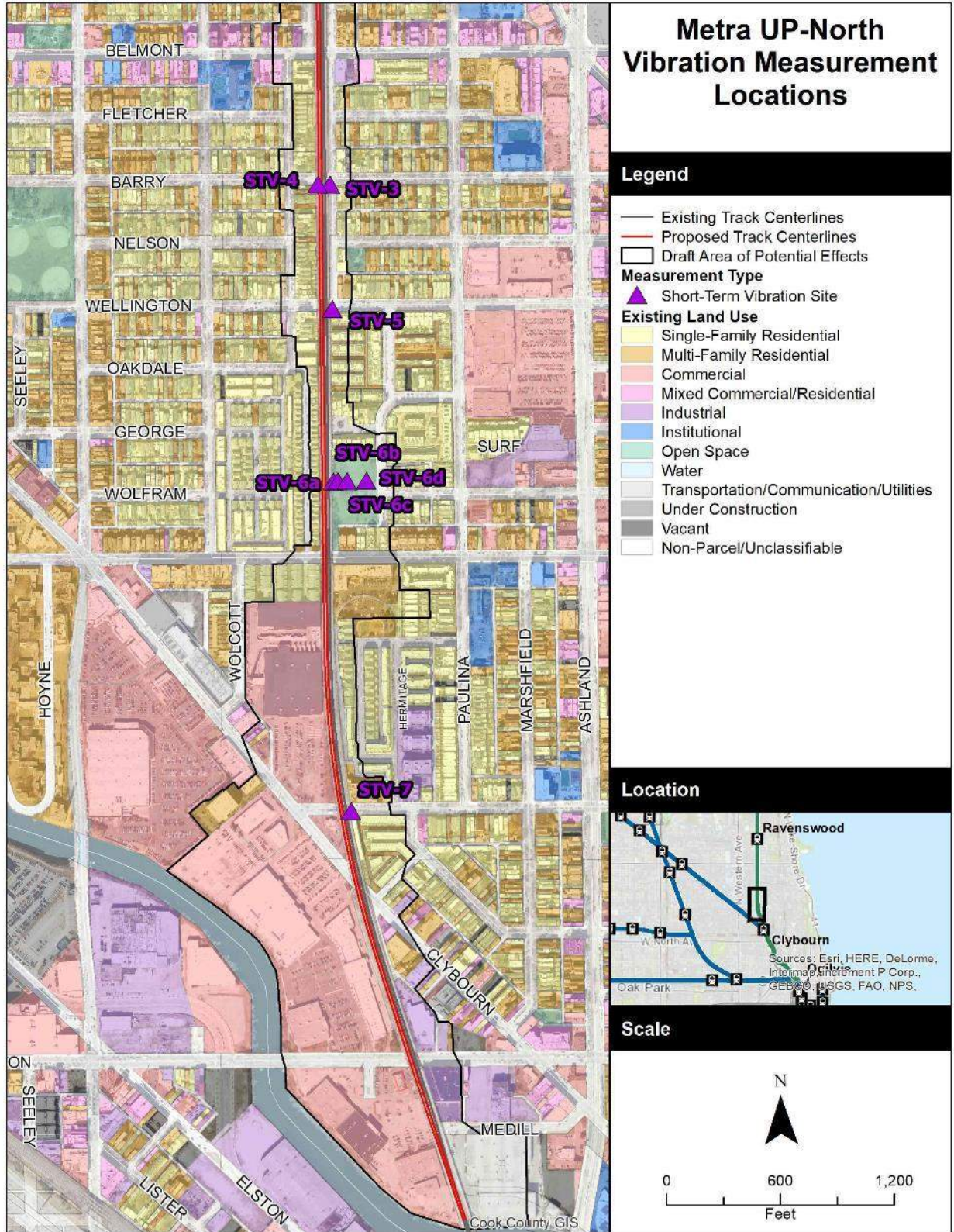


Figure 7: Vibration Measurement Locations (Map 2 of 2)

4.2 Vibration Measurement Instrumentation and Procedures

The vibration measurements were carried out using PCB 393B05 accelerometers as vibration sensors, and the vibration signals were recorded using a Rion DA-21 digital recorder. The recorded signals were subsequently post-processed using specialized software. The measurement accelerometers were mounted in a vertical orientation on the ground, either directly with putty on asphalt or concrete surfaces or on metal stakes driven into the soil. Monitoring included logging of the overall vibration velocity levels (Lv) and one-third octave band center frequency vibration velocity levels over 1-second intervals.

4.3 Vibration Measurement Results

The results of the existing Metra train vibration measurements are summarized in Table 4, including the measurement dates, times, and durations, as well as the range and average values of the measured train vibration levels at each site. Representative one-third octave band vibration spectra for train events at each site are included in Appendix C.

Table 4: Metra Train Vibration Measurement Results

Site No.	Side of Tracks	Measurement Site Description	Start of Measurement		Meas. Dur.	Vibration Velocity Level, Lv (VdB)	
			Date	Time		Range	Average
STV-1	East	W. Berteau Ave. Metra Bridge	7/19/21	8:30	1 hr.	74-80	76
STV-2	East	1757 W. Newport Avenue	7/19/21	10:00	1.5 hr.	74-81	79
						70-77*	74*
STV-3	East	W. Barry Ave. Metra Bridge	7/19/21	12:40	2 hr.	76-82	80
STV-4	West	W. Barry Ave. Metra Bridge	7/19/21	12:40	2 hr.	75-82	78
STV-5	East	1763 W. Wellington Avenue	7/20/21	7:48	1 hr.	78-83	80
STV-6a	East	Wang (Chi Che) Park @ 25 ft.	7/20/21	9:40	2 hr.	78-82	80
STV-6b	East	Wang (Chi Che) Park @ 50 ft.	7/20/21	9:40	2 hr.	74-79	76
STV-6c	East	Wang (Chi Che) Park @ 100 ft.	7/20/21	9:40	2 hr.	70-73	71
STV-6d	East	Wang (Chi Che) Park @ 200 ft.	7/20/21	9:40	2 hr.	69-72	70
STV-7	East	1777A W. Wrightwood Avenue	7/20/21	13:30	1 hr.	71-83	79

* Vibration levels from CTA train on the nearby elevated structure are provided for comparative purposes.

This page intentionally left blank.

Section 5

Discussion of Measurement Results

5.1 Noise Measurement Results

The results of the noise measurements along the Project corridor indicate Ldn and Leq noise exposure levels in the range of 60-70 dBA, which is typical for an urban area. For context, Ldn values above 65 dBA are considered to represent a “normally unacceptable” residential environment by the U.S. Department of Housing and Urban Development (HUD). In addition to Metra train operations, significant existing noise sources contributing to the overall noise exposure along the Project corridor include CTA train operations and local roadway traffic.

To evaluate the influence of existing Metra train noise, the noise exposure contributions from Metra trains at each measurement site were calculated based on the train event SEL data obtained during the measurement periods. The “background” noise exposure level (i.e., the noise exposure levels excluding train noise) were then calculated by logarithmically “subtracting” the calculated train noise exposure from the measured overall noise exposure at each site.³ The results of this exercise are summarized in Table 5 and Table 6 for the long-term and short-term sites, respectively.

The results for noise-sensitive receptors in Tables 5 and 6 suggest that noise from Metra train operations is dominant at most measurement locations, including Sites LTN-1, 4, 6, 7, 8, and 9 and Sites STN-5 and STN-6. However, other sources appear to be dominant at Sites LTN-2, LTN-3, STN-7, and STN-8 which have greater exposure to noise from CTA train operations. Other sources also appear to be dominant at Site LTN-10, STN-2 and STN-10 which have less exposure to noise from Metra train operations due to shielding or distance effects.

Observations regarding the results at the short-term supplementary noise exposure measurement sites are as follows:

- The Leq measured at Sites STN-7 and STN-8 were only 1 dBA greater than the Leq measured during similar times of day at Sites LTN-2 and LTN-3, respectively, that were partially shielded from the Metra tracks. However, other sources (e.g., CTA trains) were dominant at these sites.
- The Leq measured at Site STN-9 was 2 dBA less than the Leq measured during a similar time of day at Site LTN-7 which was on the opposite side of the Metra bridge. However, Site STN-9 was shielded from the Metra tracks whereas Site LTN-7 had an unobstructed view of the tracks.

³ The concepts of adding and subtracting decibel levels are addressed above in Section 2.1. Additional discussion of decibel addition is included in Appendix Section B.1.1 of the FTA *Transit Noise and Vibration Impact Assessment Manual* (2018).

- The Leq measured at Site STN-10 was 7 dBA less than the Leq measured during a similar time of day at Site LTN-8 at the Picardy Place Condominiums. However, Site STN-10 was highly shielded from the Metra tracks whereas Site LTN-8 had an unobstructed view of the tracks.
- Finally, observations regarding the results of the train noise measurements adjacent to the Metra bridges, as shown in Table 3 are as follows:
- The train SEL measured to the east of the new Metra bridge at Site STN-1 averaged 1 dBA greater than the SEL measured to the east of the old Metra bridge at Site STN-3.
- The train SEL measured to the east of the old Metra bridge at Site STN-3 averaged 1 dBA greater than the SEL measured to the west of the bridge at Site STN-4

Table 5: Contribution of Metra Train Operations to Long-Term Noise Exposure

Site No.	Side of Tracks	Measurement Site Description	Measured Ldn (dBA)	Calculated Ldn (dBA)	
				Metra Trains	Background
LTN-1	East	3645 N. Ravenswood Avenue	67	65	62
LTN-2	West	1803 W. Eddy Street	70	60	69
LTN-3	East	1725 W. Newport Avenue	67	61	65
LTN-4	West	3246 N. Ravenswood Avenue	63	62	55
LTN-5	West	3139 N. Honore Street	62	58	59
LTN-6	West	3125 N. Honore Street	65	65	55
LTN-7	East	1763 W. Wellington Avenue	68	67	61
LTN-8	West	1802D W. Diversey Parkway	64	63	55
LTN-9	East	2654 N. Hartland Court	66	65	55
LTN-10	East	1745 W. Terra Cotta Place	61	55	60
LTN-11	East	1761 W. Surf Street	70	67	67

Table 6: Contribution of Metra Train Operations to Short-Term Noise Exposure

Site No.	Side of Tracks	Measurement Site Description	Measured Leq (dBA)	Calculated Leq (dBA)	
				Metra Trains	Background
STN-1	East	W. Berteau Ave. Metra Bridge	69	62	68
STN-2	East	Lois Klein Park	66	59	64
STN-3	East	W. Barry Ave. Metra Bridge	62	61	56
STN-4	West	W. Barry Ave. Metra Bridge	61	59	57
STN-5a	East	Wang (Chi Che) Park @ 50 ft.	61	60	55
STN-5b	East	Wang (Chi Che) Park @ 100 ft.	60	58	56
STN-6	East	2476 N. Clybourn Avenue	61	61	50
STN-7	West	1801 W. Eddy Street	65	61	63
STN-8	East	1756 W. Newport Avenue	63	58	62
STN-9	West	W. Wellington Ave. Metra Bridge	63	60	61
STN-10	West	W. Diversey Pkwy. Metra Bridge	70	56	69

5.2 Vibration Measurement Results

The results of the vibration measurements indicate that buildings in close proximity to the Metra tracks are currently subjected to relatively high levels of vibration from train operations, with maximum ground vibration levels measured to be in the range of 71-83 VdB. For context, the Federal Transit Administration (FTA) impact threshold for vibration annoyance at residential buildings is 72 VdB. However, the measured vibration levels are well below the FTA impact thresholds for vibration damage to buildings.

The vibration propagation characteristics of the soil along the Project corridor are described in Figure 8, which provides a graph of the average maximum overall vibration velocity levels from Metra train operations as function of distance, based on the measurement results at Site STV-6. These results suggest that the existing maximum vibration velocity levels from Metra train operations exceed the FTA vibration annoyance criterion at distances up to about 100 feet from the near track centerline. However, it should be noted that this overall FTA vibration criterion is a conservative one, meant for general vibration assessments; for detailed vibration analyses, the criterion is applied to data in one-third octave frequency bands. The measured vibration frequency spectra at Site STV-6 (See Figure C-2 in Appendix C) suggest that vibration impact would be limited to 50 feet from the near track centerline. It should be noted, however, that these estimates assume that there is no vibration coupling loss between the ground and the buildings and no floor vibration amplification inside the buildings.

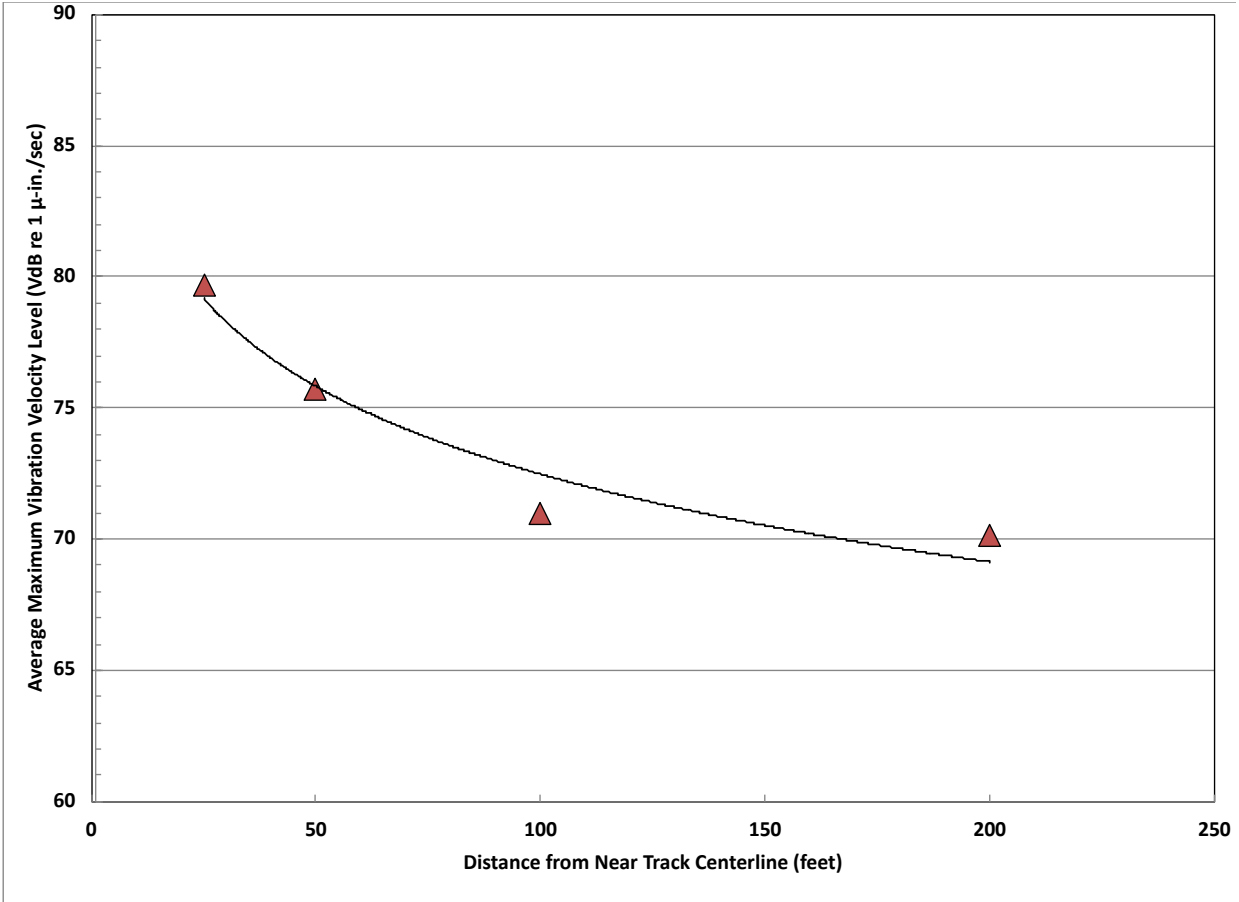


Figure 8: Average Maximum Metra Train Vibration Levels vs. Distance at Site STV-6

Besides Metra trains, the only other significant sources of ground-borne vibration affecting any locations along the Project corridor are CTA Brown Line trains operating on elevated structure. In particular, vibration from both Metra and CTA trains was measured at Site STV-2, which was located 60 feet from the Metra near track centerline and 30 feet from the closest CTA elevated structure support pier. Although the measurement site was closer to the CTA structure than to the Metra tracks, the maximum measured vibration levels for the CTA trains averaged 5 VdB less than for the Metra trains. Based on the measured vibration level frequency spectra (see Figure C-3 in Appendix 3), vibration levels for CTA trains were significantly lower than those for Metra trains in the 20-40 Hz frequency range.

Finally, observations regarding the results of the train vibration measurements adjacent to the Metra bridges, as shown in Table 4, are as follows:

- The maximum train vibration levels measured to the east of the new Metra bridge at Site STV-1 averaged 4 VdB less than those measured to the east of the old Metra bridge at Site STV-3.
- The maximum train vibration levels measured to the east of the old Metra bridge at Site STV-3 averaged 2 VdB greater than those measured to the west of the bridge at Site STV-4.

Appendix A Measurement Site Photographs

Long-Term Noise Measurement Sites



Figure A-1: Site LTN-1, 3645 N. Ravenswood Avenue, looking southwest from Metra alignment



Figure A-2: Site LTN-2, 1803 W. Eddy Street, looking east toward Metra tracks



Figure A-3: Site LTN-3, 1725 W. Newport Avenue, looking west toward Metra tracks



Figure A-4: Site LTN-4, 3246 N. Ravenswood Avenue, looking north toward residence, located west of Metra tracks

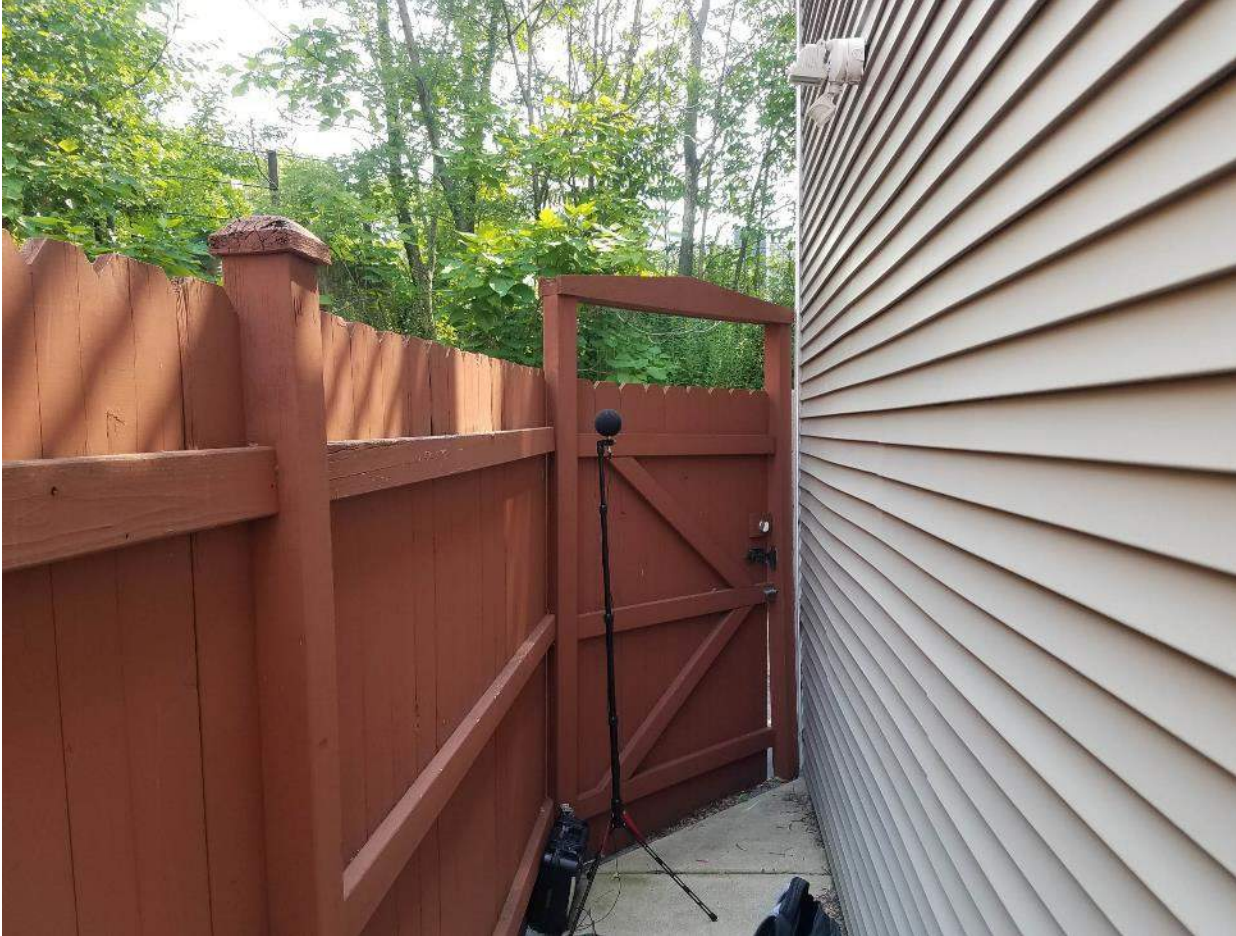


Figure A-5: Site LTN-5, 3139 N. Honore Street, looking east toward Metra tracks, on north side of residence



Figure A-6: Site LTN-6, 3125 N. Honore Street, looking east toward Metra tracks



Figure A-7: Site LTN-7, 1763 W. Wellington Avenue, looking west toward Metra tracks



Figure A-8: Site LTN-8, 1802D W. Diversey Parkway, located at rear (east side) of residence, looking south toward Diversey Parkway



Figure A-9: Site LTN-9, 2654 N. Hartland Court, located on west side of residences, looking south toward Metra tracks



Figure A-10: Site LTN-10, 1745 W. Terra Cotta Place, looking southwest toward Metra tracks



Figure A-11: Site LTN-11, 1761 W. Surf Street, looking west toward Metra tracks.

Short-Term Noise Measurement Sites



Figure A-12: Site STN-1, W. Berteau Ave. Metra Bridge, looking west toward Metra and CTA tracks



Figure A-13: Site STN-2, Lois Klein Park, looking west toward Metra tracks



Figure A-14: Site STN-3, W. W. Barry Ave. Metra Bridge, looking west toward Metra tracks



Figure A-15: Site STN-4, W. W. Barry Ave. Metra Bridge, looking east toward Metra tracks



Figure A-16: Site STN-5, Wang (Chi Che) Park 50 ft. and 100 ft measurement positions, looking west toward Metra tracks



Figure A-17: Site STN-6, 2476 N. Clybourn Avenue, looking northwest along Metra tracks



Figure A-18: Site STN-7, 1801 W. Eddy Street, looking north from W. Eddy Street.



Figure A-19: Site STN-8, 1756 W. Newport Avenue, looking northwest toward Metra tracks



Figure A-21: Site STN-10, W. Diversey Pkwy. Metra Bridge

Short-Term Vibration Measurement Sites



Figure A-22: Site STV-1, W. Berteau Ave. Metra Bridge, looking west toward Metra tracks



Figure A-23: Site STV-2, 1757 W. Newport Avenue, looking south toward CTA elevated structure



Figure A-24: Site STV-3, W. Barry Ave. Metra Bridge, looking west toward Metra tracks



Figure A-25: Site STV-4, W. Barry Ave. Metra Bridge, looking east toward Metra tracks

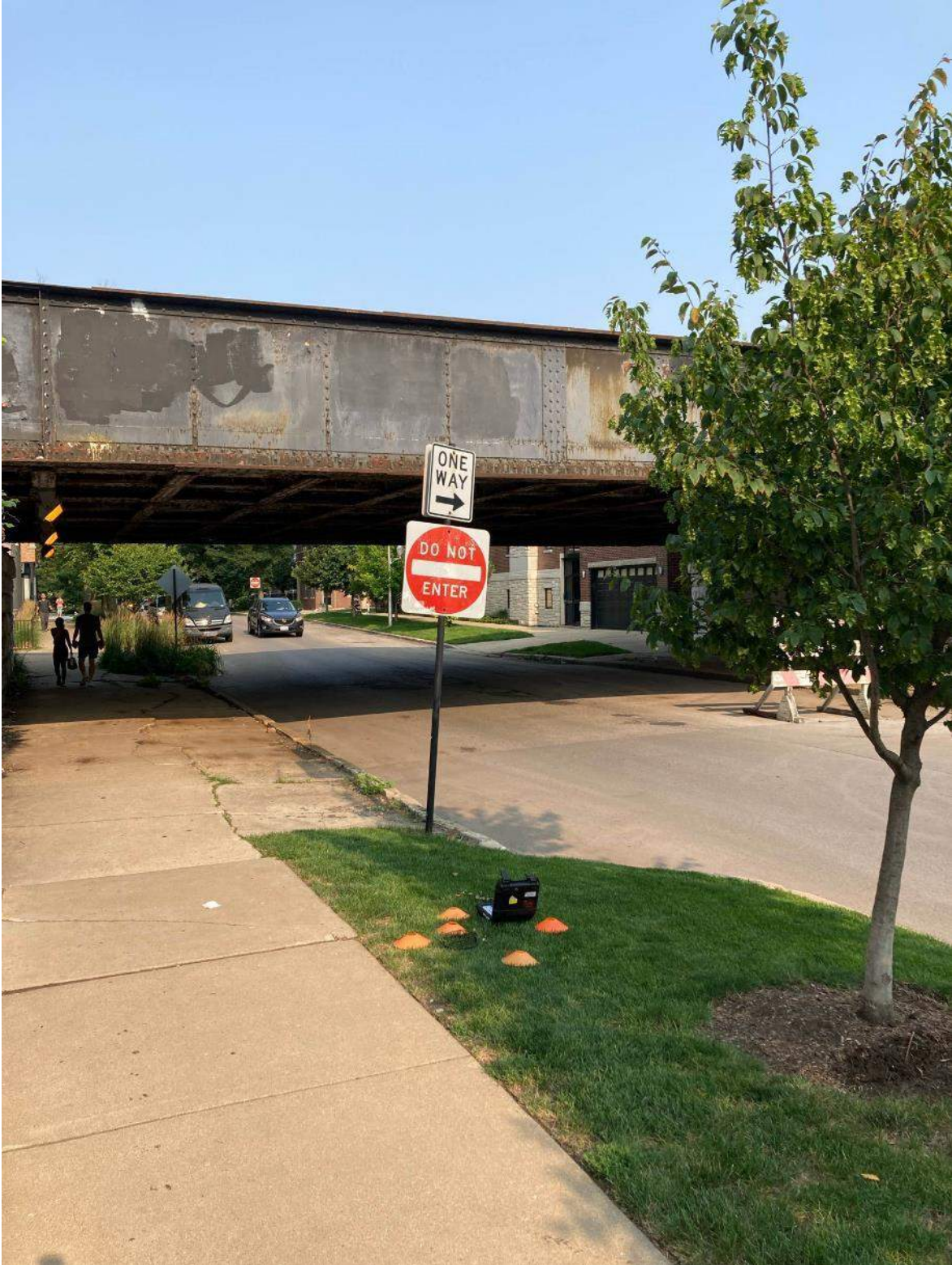


Figure A-26: Site STV-5, 1763 W. Wellington Avenue, looking west toward Metra tracks



Figure A-27: Site STV-6, Wang (Chi Che) Park, looking west toward Metra tracks (200 ft position behind the camera)



Figure A-28: Site STV-7, 1777A W. Wrightwood Avenue, looking west toward Metra tracks.

This page intentionally left blank.

Appendix B

Noise Data

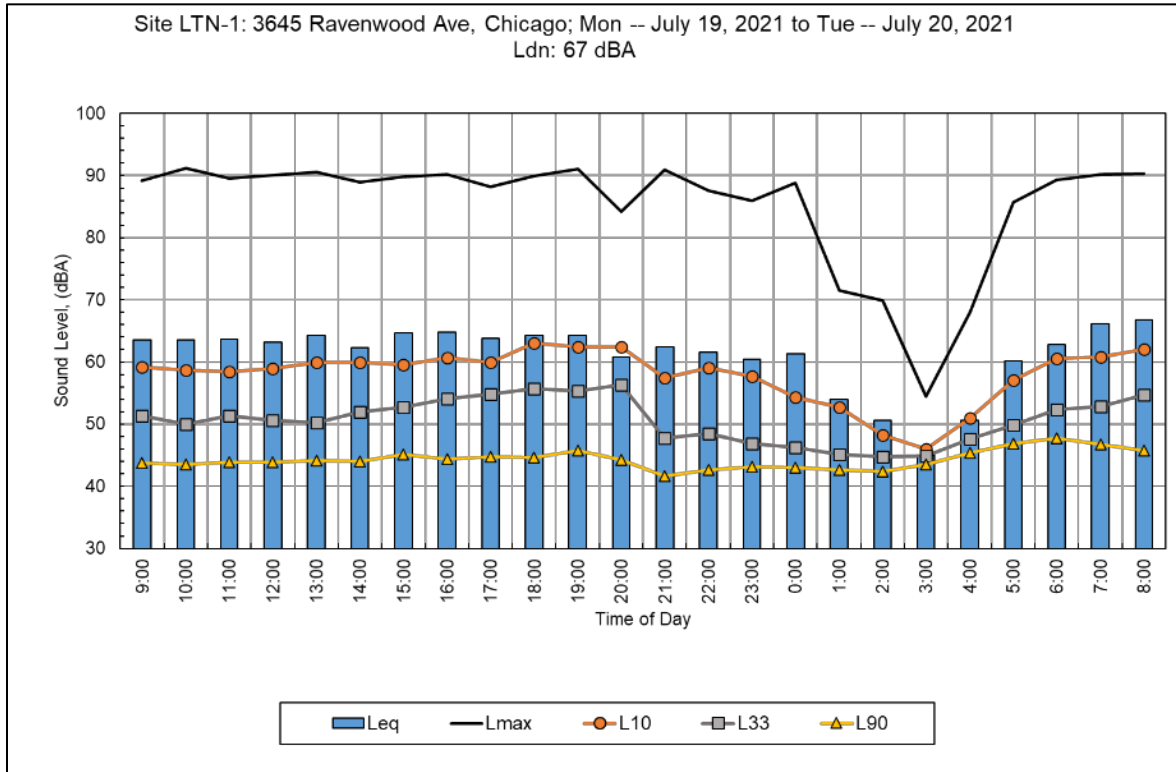


Figure B-1: Hourly Noise Data at Site LTN-1 (Residence at 3645 N. Ravenswood Avenue)

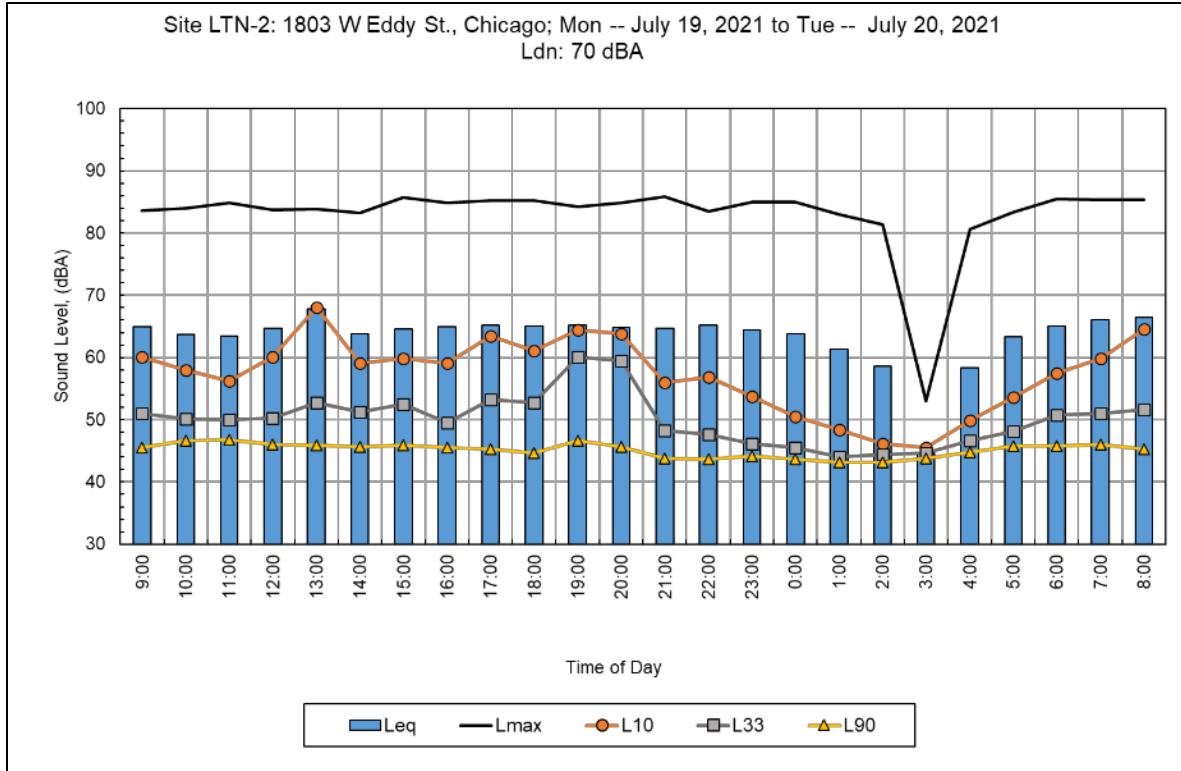


Figure B-2: Hourly Noise Data at Site LTN-2 (Residence at 1803 W. Eddy Street)

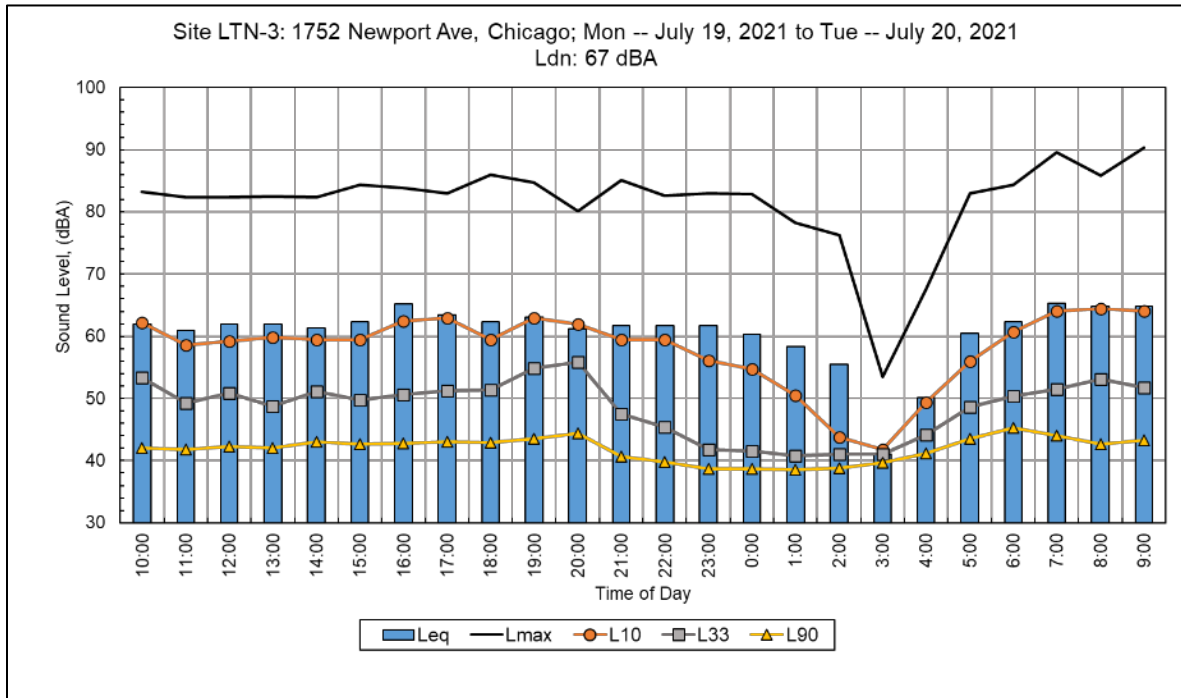


Figure B-3: Hourly Noise Data at Site LTN-3 (Residence at 1752 W. Newport Avenue)

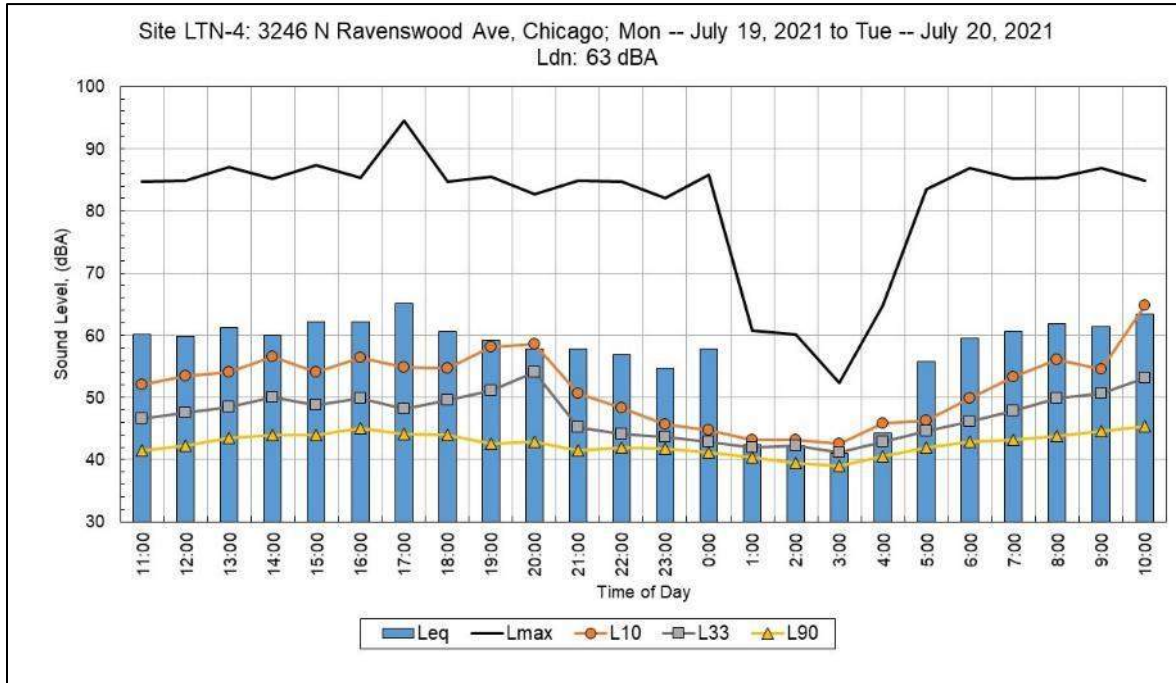


Figure B-4: Hourly Noise Data at Site LTN-4 (Residence at 3246 N. Ravenswood Avenue)

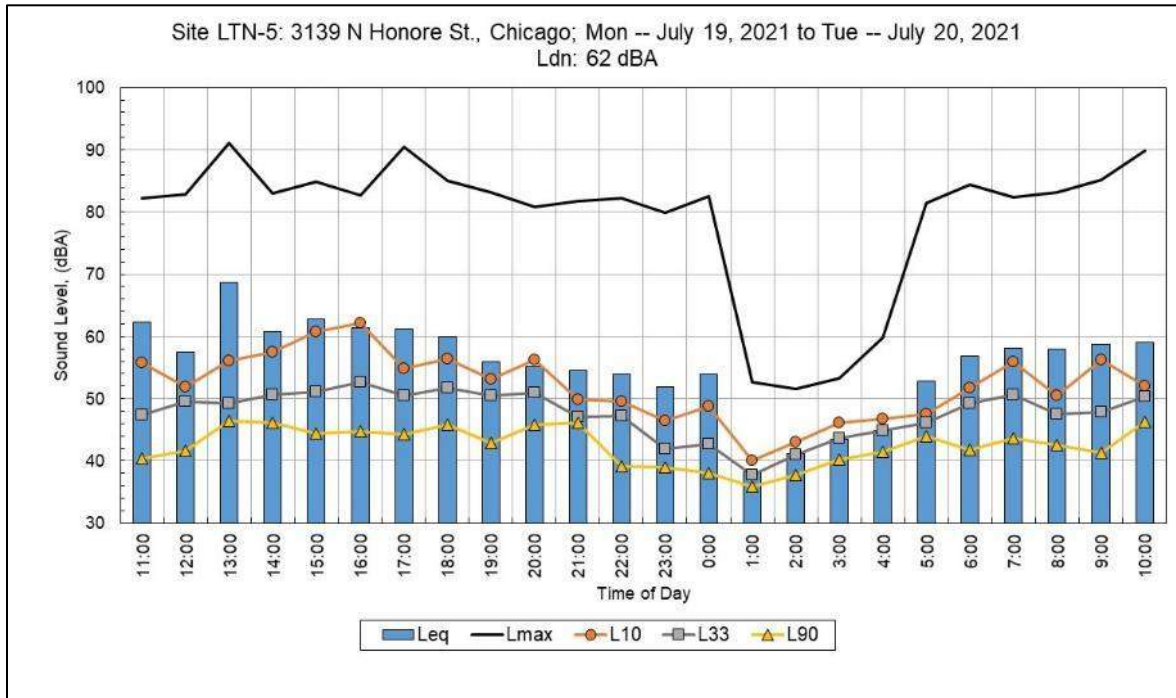


Figure B-5: Hourly Noise Data at Site LTN-5 (Residence at 3139 N. Honore Street)

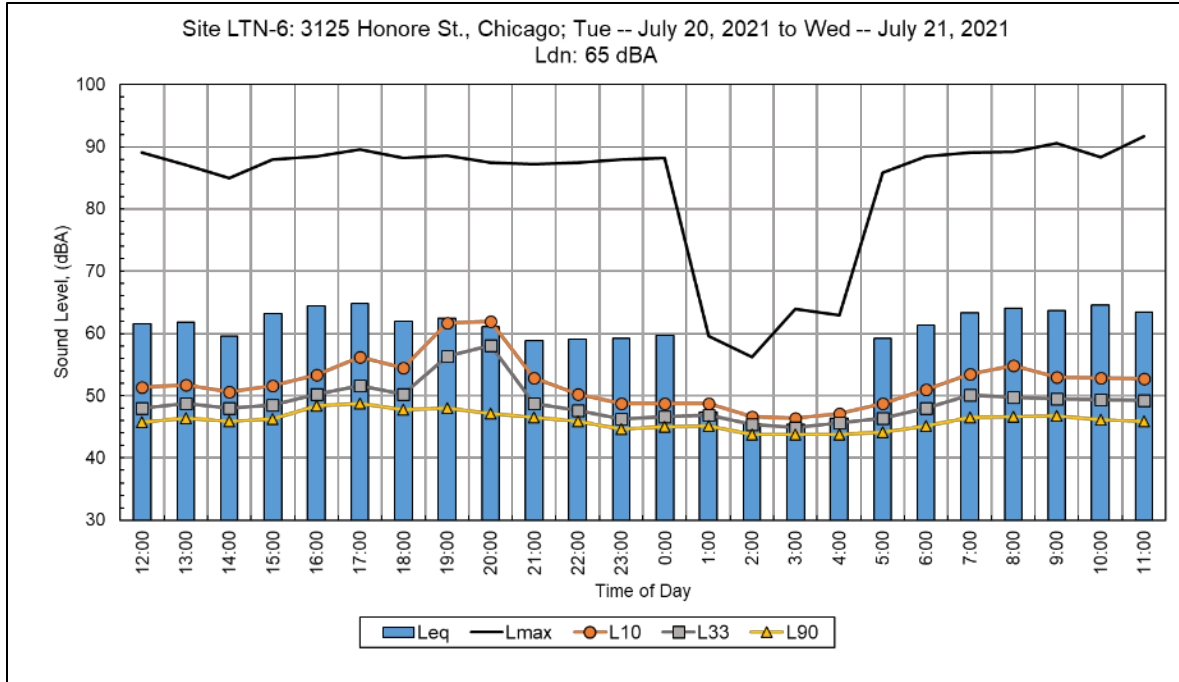


Figure B-6: Hourly Noise Data at Site LTN-6 (Residence at 3125 N. Honore Street)

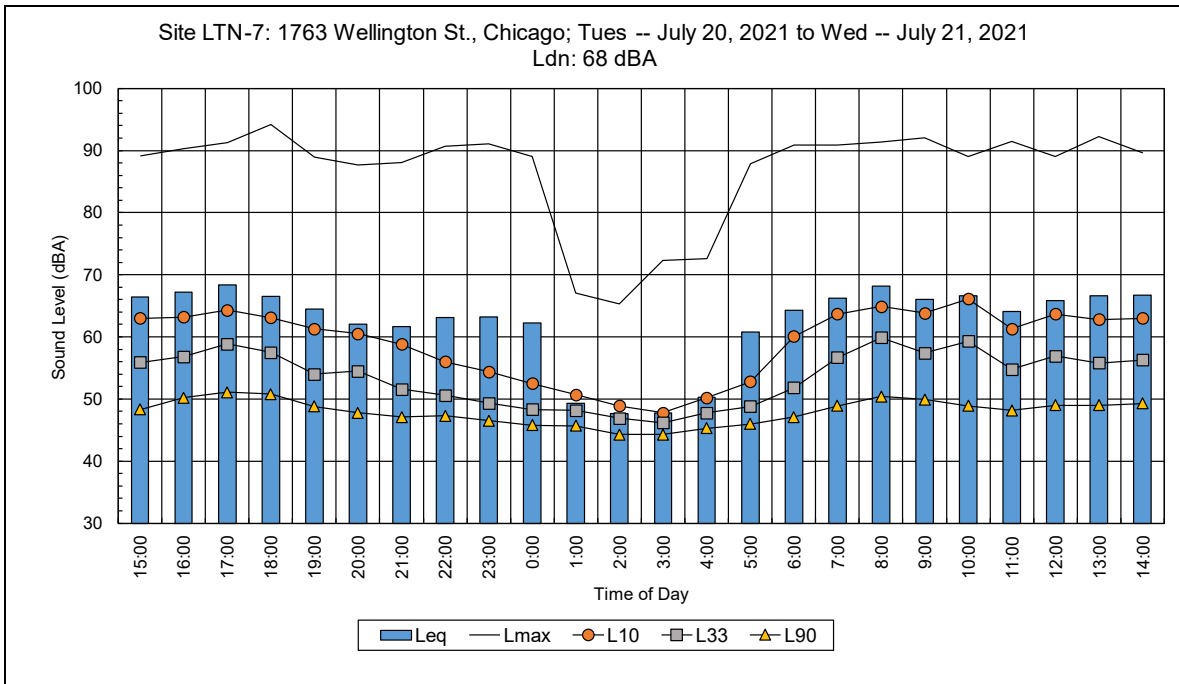


Figure B-7: Hourly Noise Data at Site LTN-7 (Residence at 1763 W. Wellington Avenue)

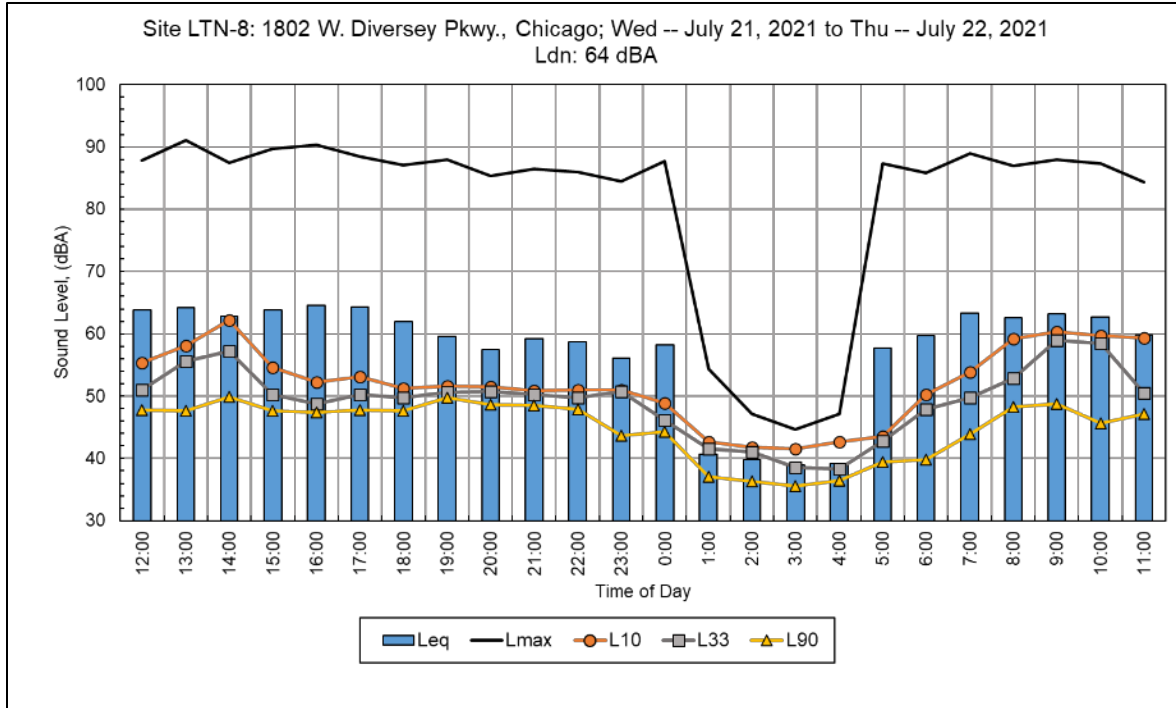


Figure B-8: Hourly Noise Data at Site LTN-8 (1802D W. Diversey Parkway – Picardy Place Condominium)

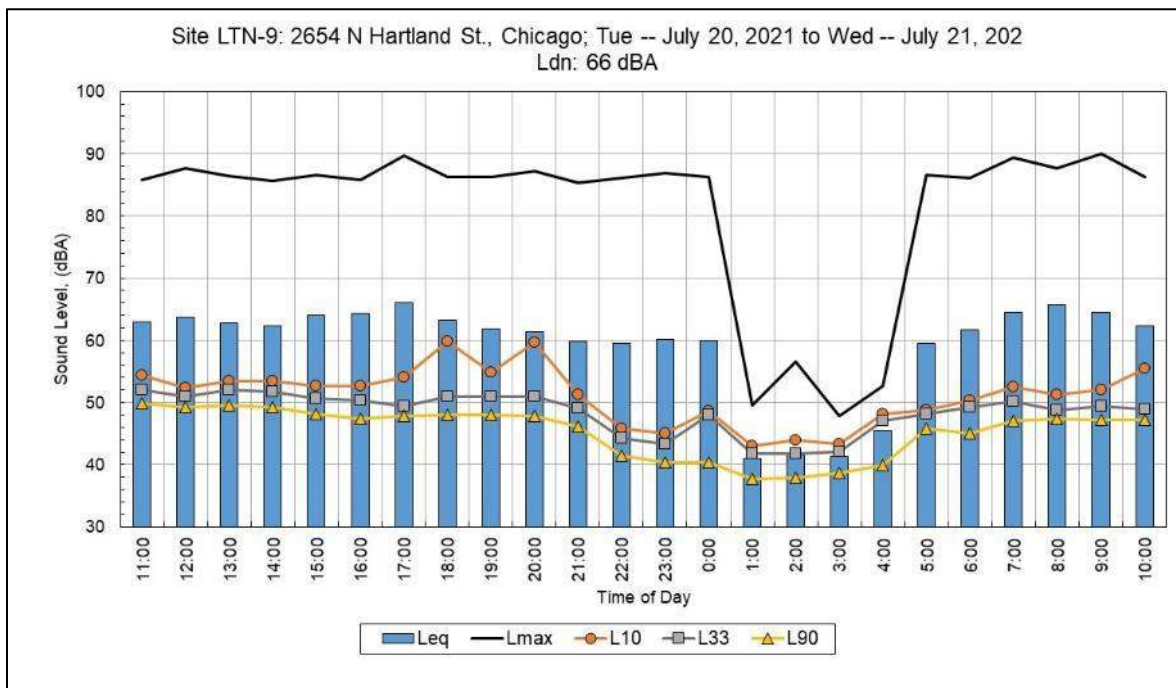


Figure B-9: Hourly Noise Data at Site LTN-9 (Residence at 2654 N. Hartland Court)

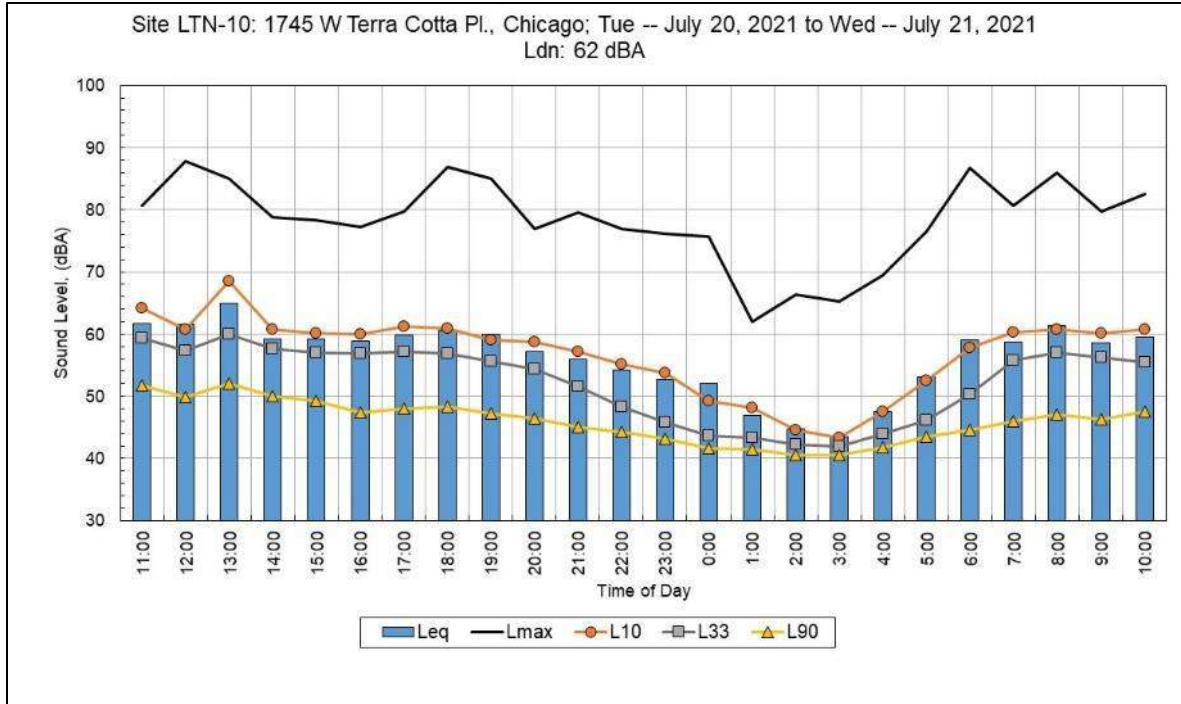


Figure B-10: Hourly Noise Data at Site LTN-10 (Residence at 1745 W. Terra Cotta Place)

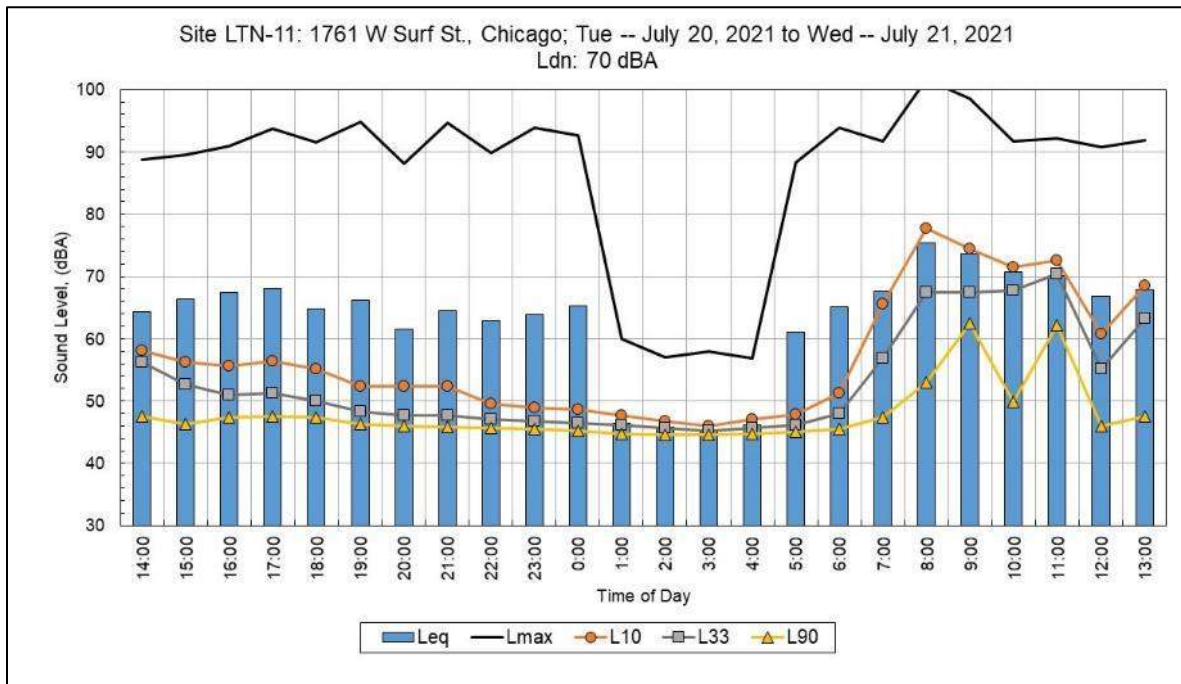


Figure B-11: Hourly Noise Data at Site LTN-11 (Residence at 1761 W. Surf Street)

Appendix C

Vibration Data

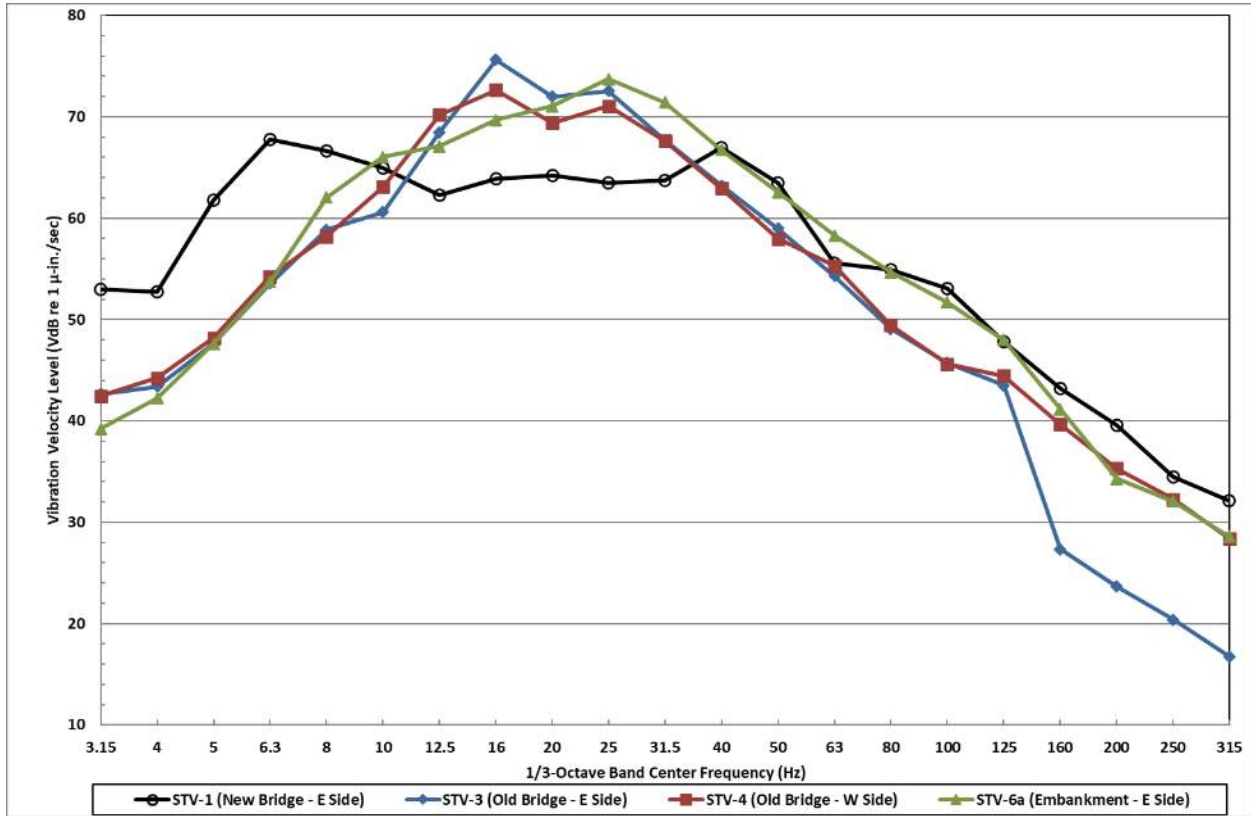


Figure C-1: Average Ground Vibration Level Spectra for Metra Trains at 25 ft from Near Track Centerline

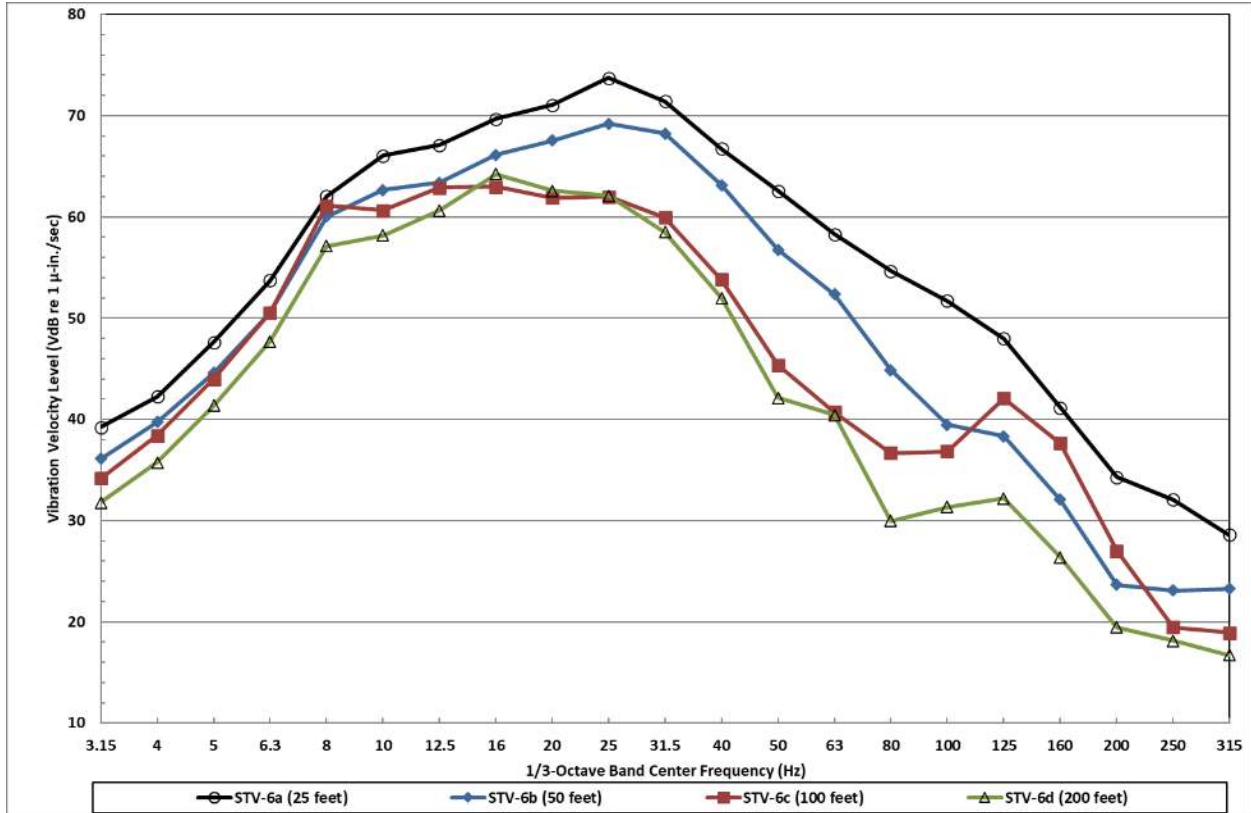


Figure C-2: Average Ground Vibration Level Spectra vs. Distance for Metra Trains at Site STV-6

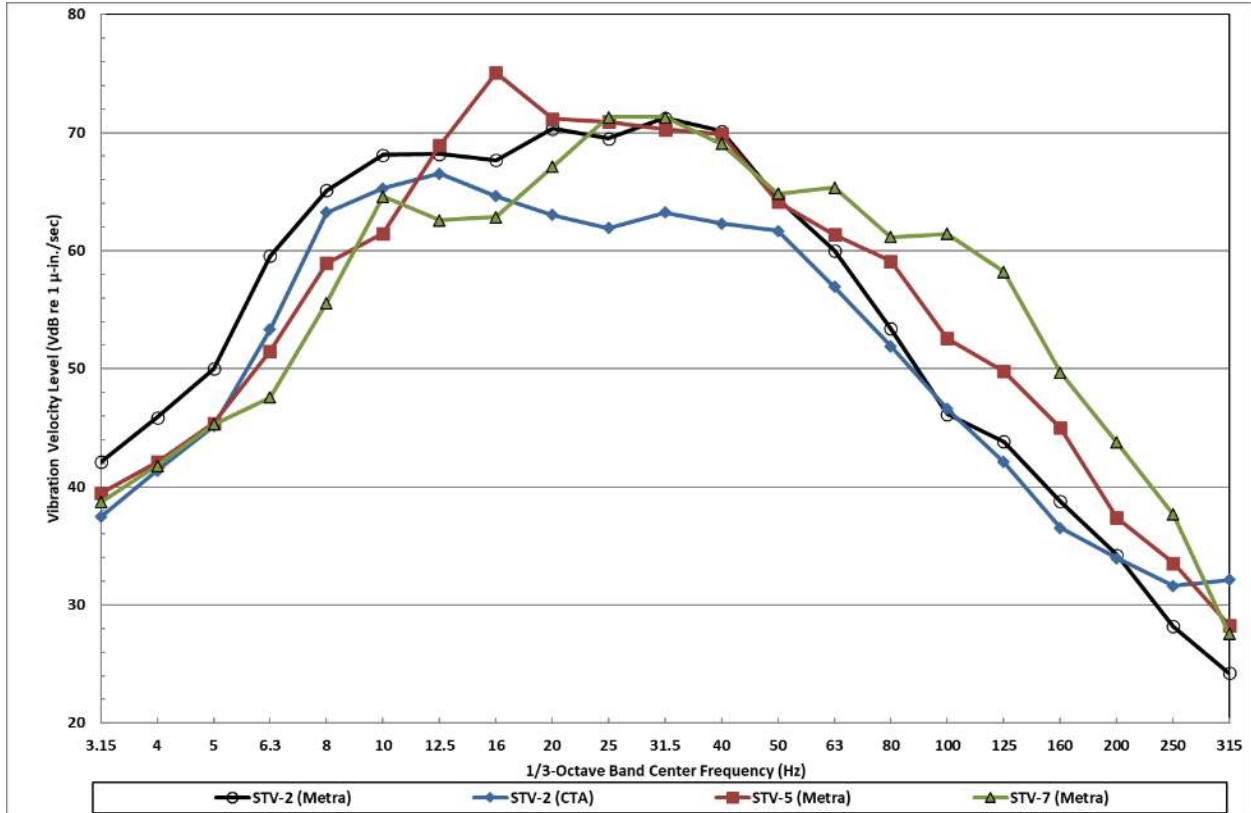


Figure C-3: Average Ground Vibration Level Spectra for Trains at Residential Sites

This page intentionally left blank.

Appendix C

Noise and Vibration Supporting Documentation

Appendix C-2: Noise and Vibration Impact Assessment Report

Metra UP North Rebuild: Fullerton to Addison



Noise and Vibration Impact Assessment

Metra project No. 4840
CDMS project No. 261845
CSA project No. J2020-1710-1

June 27, 2022

Prepared for:



547 W. Jackson Blvd.
Chicago, IL 60661

Prepared by:



125 S. Wacker Dr.
Suite 700
Chicago, IL 60606



Cross-Spectrum Acoustics

25A Granby St.
East Longmeadow, MA 01028

Table of Contents

Section 1 Introduction and Background 1-1

Section 2 Noise and Vibration Concepts 2-1

 2.1 Noise Basics..... 2-1

 2.2 Vibration Basics..... 2-3

Section 3 Noise and Vibration Criteria 3-1

 3.1 Operational Noise Impact Criteria 3-1

 3.2 Operational Vibration Impact Criteria 3-3

 3.3 Construction Noise and Vibration Criteria 3-5

 3.3.1 Noise Impact 3-5

 3.3.2 Vibration Impact 3-6

Section 4 Affected Environment 4-1

 4.1 Existing Noise Conditions..... 4-1

 4.2 Existing Vibration Conditions..... 4-5

Section 5 Assessment Methodology 5-1

 5.1 Operational Noise 5-1

 5.2 Operational Vibration 5-2

 5.3 Construction Noise and Vibration 5-5

 5.3.1 Construction Noise 5-5

 5.3.2 Construction Vibration 5-7

Section 6 Environmental Consequences 6-1

 6.1 Operational Noise Impact Assessment 6-1

 6.2 Operational Vibration Impact Assessment 6-6

 6.3 Construction Noise and Vibration Assessment..... 6-8

Section 7 Mitigation Measures..... 7-1

 7.1 Operational Noise Mitigation 7-1

 7.2 Operational Vibration Mitigation 7-4

 7.3 Construction Noise and Vibration Mitigation 7-4

List of Tables

Table 1: Land Use Categories and Metrics for Transit Noise Impact Criteria 3-1

Table 2: Ground-Borne Vibration and Noise Criteria for General Assessment 3-4

Table 3: General Assessment Construction Noise Criteria..... 3-6

Table 4: FTA Construction Vibration Damage Criteria 3-6

Table 5: Long-Term Noise Exposure Measurement Results 4-4

Table 6: Short-Term Noise Exposure Measurement Results..... 4-4

Table 7: Metra Train Vibration Measurement Results 4-8

Table 8: Existing Background Noise Exposure Level Assumptions..... 5-2

Table 9: One-Third Octave Band Regression Coefficients and Adjustments for Train Vibration Prediction 5-4

Table 10: Construction Equipment Noise Emission Levels 5-6

Table 11: Vibration Source Levels for Construction Equipment..... 5-7

Table 12: Summary of FTA Category 2 (Residential) Noise Impacts Without Mitigation 6-3

Table 13: Summary of Residential Ground-Borne Vibration Impacts Without Mitigation 6-7

Table 14: Considered Noise Barrier Locations 7-3

Table 15: Cost Reasonableness Analysis for Noise Barrier Walls..... 7-3

List of Figures

Figure 1: Sensitive Receiver Locations and Land Use for the Noise and Vibration Assessment (Map 1 of 2) 1-3

Figure 2: Sensitive Receiver Locations and Land Use for the Noise and Vibration Assessment (Map 2 of 2) 1-4

Figure 3: Typical A-Weighted Sound Levels 2-2

Figure 4: Typical Ldn Noise Exposure Levels 2-2

Figure 5: Typical Levels of Ground-Borne Vibration 2-4

Figure 6: FTA Noise Impact Criteria..... 3-2

Figure 7: FTA Cumulative Noise Impact Criteria..... 3-3

Figure 8: FTA Criteria for Detailed Vibration Analysis 3-5

Figure 9: Noise Measurement Locations (Map 1 of 2) 4-2

Figure 10: Noise Measurement Locations (Map 2 of 2) 4-3

Figure 11: Vibration Measurement Locations (Map 1 of 2) 4-6

Figure 12: Vibration Measurement Locations (Map 2 of 2) 4-7

Figure 13: Noise Impact Locations Without Mitigation 6-5

Figure 14: Considered Noise Barrier Locations 7-2

Section 1

Introduction and Background

This technical memorandum describes the methods and results of a noise and vibration impact assessment for the Metra UP North Rebuild: Fullerton to Addison Project environmental study being conducted as part of the National Environmental Policy Act (NEPA) process. The assessment has been carried out in accordance with the guidelines specified in the U.S. Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA Report No. 0123, September 2018). The objective of the assessment was to document the potential noise and vibration impacts at sensitive locations along the corridor and identify appropriate mitigation measures.

The Federal Transit Administration (FTA) and Metra are proposing to shift the track alignment and replace abutments, retaining walls and 11 bridges over roadways along approximately 1.9 miles of the Union Pacific (UP) North Line above-grade commuter rail corridor. This corridor is within railroad right-of-way from north of the North Branch Chicago River bridge (UP mile post [MP] 3.27) to approximately Grace Street (UP MP 5.22) in Chicago, Illinois. The Project is located just south of the UP North Line Grace to Balmoral Project, which replaced 11 railroad bridges and rebuilt the existing Ravenswood train station. A Documented Categorical Exclusion (DCE) environmental document was completed and approved by Metra and the FTA for the Grace to Balmoral Project in June 2011; construction of the bridges is complete and station construction is ongoing. No permanent property acquisition or changes to the existing railroad right-of-way boundary are anticipated for this Project. The Project would include the following elements:

- Eleven (11) railroad bridges inclusive of the abutments would be replaced over the roadway from Fullerton Avenue to Cornelia Avenue along Metra's UP North Line.
- The roadway would be lowered by approximately 1 to 2 feet at Roscoe Street and Cornelia Avenue to maintain adequate vertical clearance for traffic underneath the bridges.
- Retaining walls would be replaced, and new retaining walls would be added from Fullerton Avenue to north of Lincoln Avenue/Addison Street along the Metra UP North Line. New retaining walls would be used to maintain the Project footprint within the existing right-of-way.
- A 12th existing steel railroad bridge at Lincoln Avenue/Addison Street on the UP North Line would be refurbished. Work would include lead abatement, prepping, and painting at the bridge.
- Track alignment would be shifted to the west throughout the Project corridor in order to align with the existing tracks at the Grace Street bridge north of the Project limits and the North Branch Chicago River bridge south of the Project limits. All track alignment adjustment would be located within the existing right-of-way and would continue to be refined in final design. The track height would be raised by up to 3 feet to maintain adequate vertical clearance under the bridges.
- Roadway reconstruction is anticipated at Cornelia Avenue and Roscoe Street and roadway resurfacing is anticipated at Clybourn Avenue and Fullerton Avenue. At these locations, all existing pavement and roadway markings would be replaced in accordance with CDOT rules

and regulations. At other bridge replacement locations, roadway repaving and lane marking would occur if necessary following construction activities.

- Pedestrian improvements would include American with Disabilities Act (ADA) compliant sidewalks and restriped crosswalks where bridge underpasses are being reconstructed. No new sidewalks are proposed.

Some utility relocation and replacement would also be required to accommodate these infrastructure improvements. Existing utilities would be replaced or relocated at bridge structure replacement locations, along roadways that are to be lowered at Roscoe Street and Cornelia Avenue, at abutment replacement locations at Fullerton Avenue and Clybourn Avenue, and at some retaining wall locations.

The proposed shift in the track alignment and new construction has the potential to result in long-term operational noise and vibration effects as well as short-term construction noise and vibration effects. Therefore, a noise and vibration impact assessment is required in accordance with FTA methodology and criteria guidelines.

The Project corridor passes through densely populated single-family and multi-family residential neighborhoods, with some mixed commercial and industrial uses. In addition to residences, sensitive receivers along the corridor include a limited number of parks, schools, and medical facilities. Major existing noise sources include Metra train operations along the entire corridor, CTA Brown Line elevated train operations along the north section of the corridor, and roadway traffic along streets parallel to the Metra tracks and along streets crossing under the Metra bridges. Although existing vibration sources along the corridor include motor vehicles on nearby roadways, vibrations from traffic are not generally perceptible unless the roads have significant bumps, potholes, or other uneven surfaces. Thus, the only significant sources of existing ground-borne vibration along the corridor are Metra and CTA train operations.

Following a discussion of noise and vibration basics in Section 2, Section 3 describes the FTA impact criteria and Section 4 addresses the affected environment, including a summary of the measurements conducted to characterize the existing noise and vibration conditions. Section 5 describes the methodology used for the noise and vibration assessment, Section 6 presents the results of the noise and vibration impact assessment, and potential mitigation measures are described in Section 7.

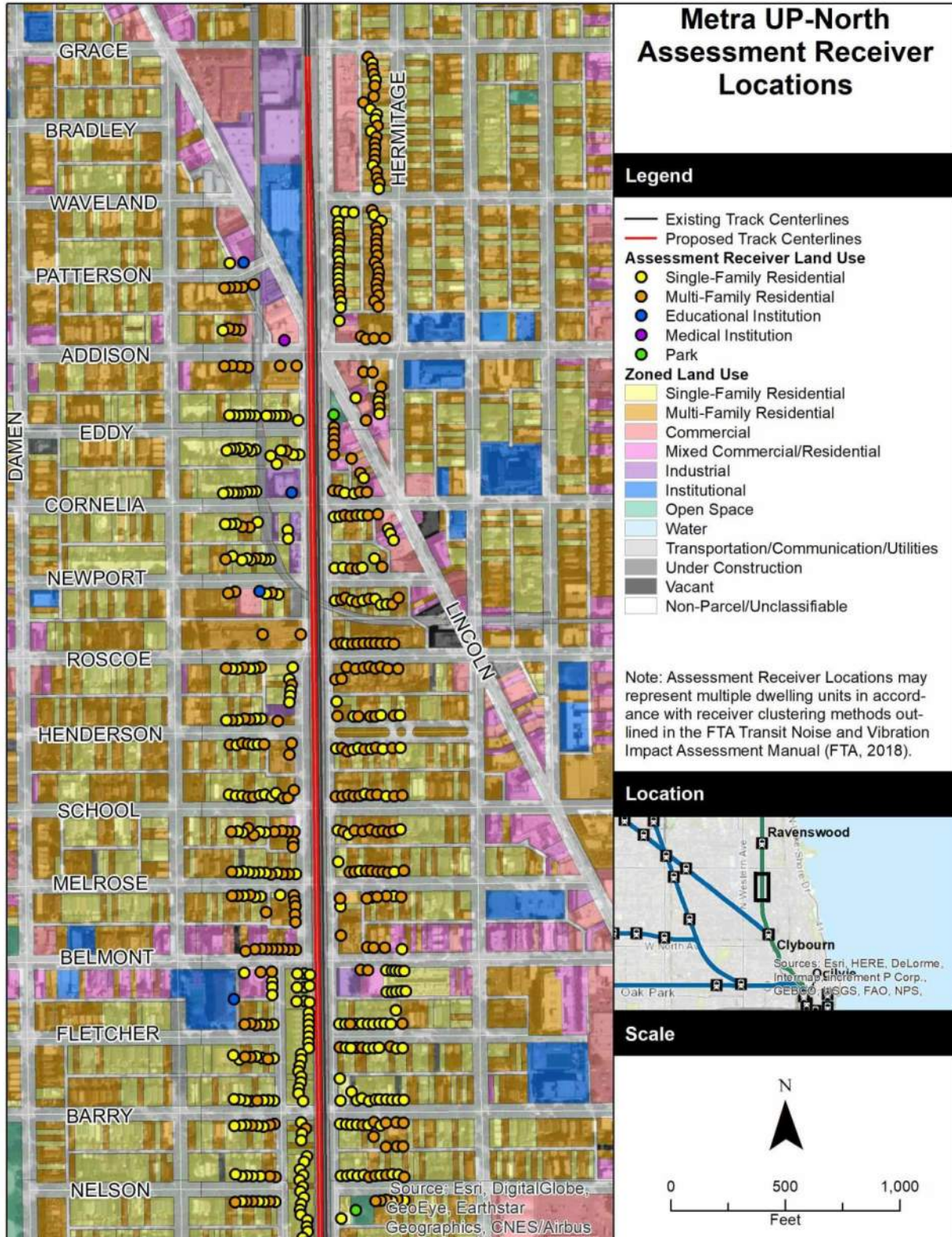


Figure 1: Sensitive Receiver Locations and Land Use for the Noise and Vibration Assessment (Map 1 of 2)

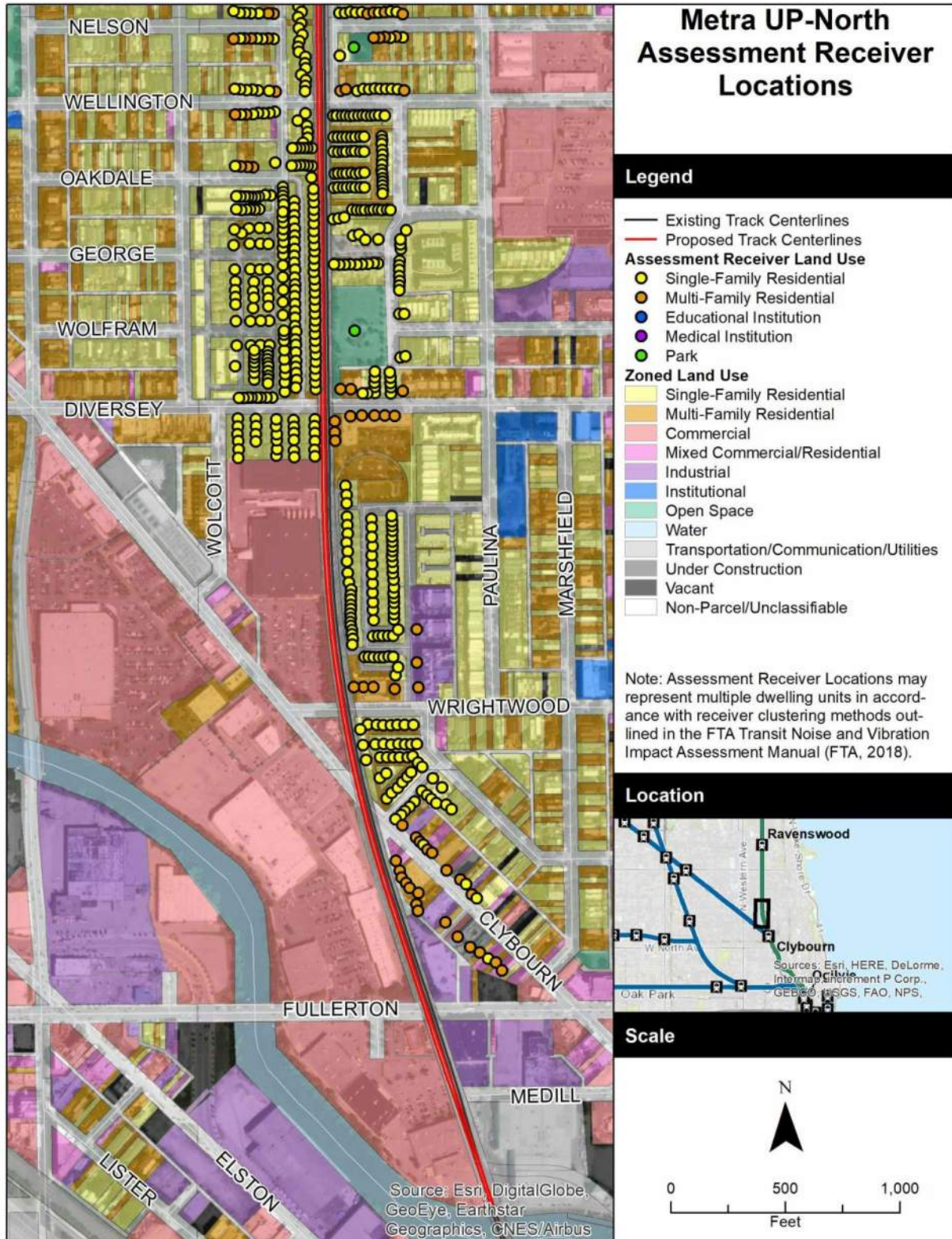


Figure 2: Sensitive Receiver Locations and Land Use for the Noise and Vibration Assessment (Map 2 of 2)

Section 2

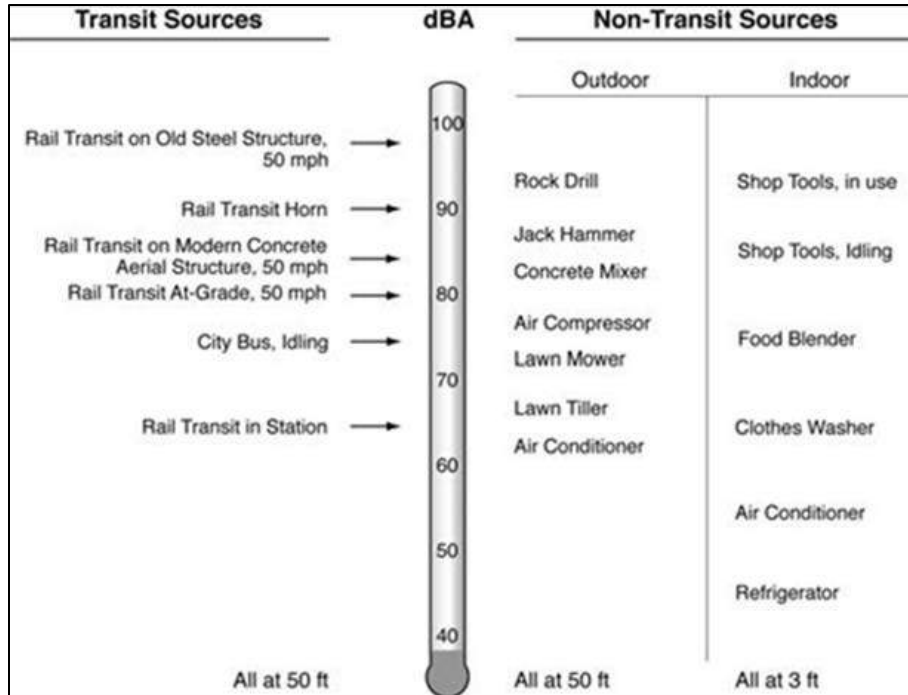
Noise and Vibration Concepts

2.1 Noise Basics

Sound is defined as small changes in air pressure above and below the standard atmospheric pressure and noise is usually considered to be unwanted sound. The three parameters that define noise include:

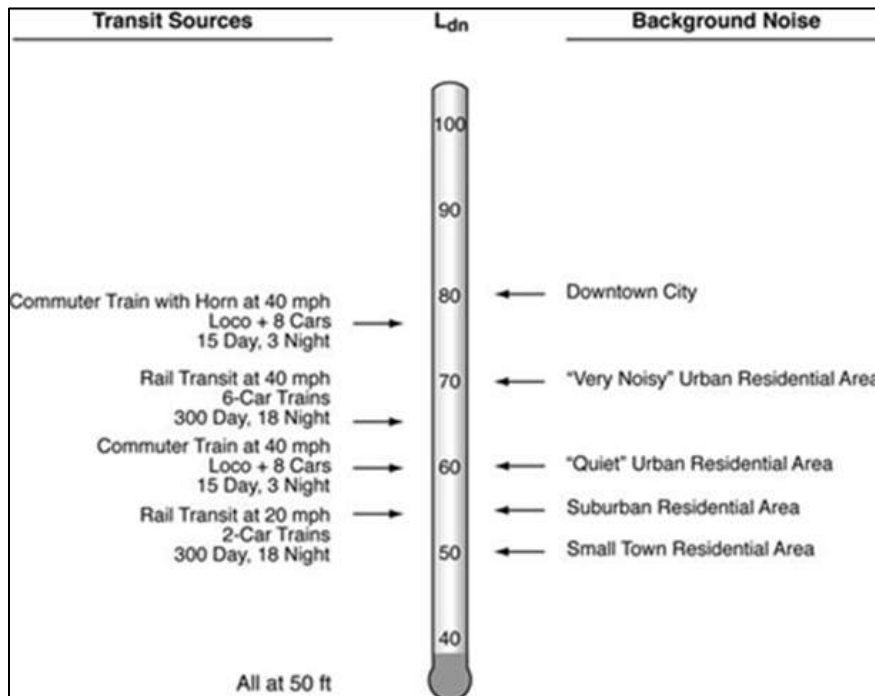
- **Level:** The level of sound is the magnitude of air pressure change above and below atmospheric pressure and is expressed in decibels (dB). Typical sounds fall within a range between 0 dB (the approximate lower limit of human hearing) and 120 dB (the highest sound level generally experienced in the environment). A 3 dB change in sound level is perceived as a barely noticeable change outdoors and a 10 dB change in sound level is typically perceived as a doubling (or halving) of loudness.
- **Frequency:** The frequency (pitch or tone) of sound is the rate of air pressure changes and is expressed in cycles per second, or Hertz (Hz). Human ears can detect a wide range of frequencies from about 20 Hz to 20,000 Hz; however, human hearing is less sensitive at high and low frequencies, and the A weighting system (dBA) is used to obtain a single-number descriptor that correlates with human response to noise. **Figure 3** shows typical maximum A-weighted sound levels for transit and non-transit sources. The A-weighted sound level has been widely adopted by acousticians as the most appropriate descriptor for environmental noise. Noise can also be broken down and described on a frequency basis and presented as noise spectra, where noise levels are graphed versus frequency in octave or one-third octave bands.
- **Time Pattern:** Because environmental noise is constantly changing, it is common to condense all this information into a single number, called the "equivalent" sound level (Leq). The Leq represents the changing sound level over a period of time, typically 1 hour or 24-hours in transit noise applications. For assessing the noise impact of rail projects at residential land use, the Day-Night Sound Level (Ldn) is the noise descriptor commonly used, and it has been adopted by many agencies as the best way to describe how people respond to noise in their environment. Ldn is a 24-hour cumulative A-weighted noise level that includes all noises that occur during a day, with a 10-dB penalty for nighttime noise (10 pm to 7 am). This nighttime penalty means that any noise events at night are equivalent to ten similar events during the day. **Figure 4** shows the typical Ldn values for various transit operations and environments.

In addition to the Leq and Ldn, there are other metrics used to describe transit and environmental noise. The loudest one second of noise over a measurement period, or maximum A-weighted sound pressure level (Lmax), is used in many local and state ordinances for noise emitted from private land uses and for construction noise impact evaluations. Environmental noise can also be viewed on a statistical basis using percentile sound levels (Ln) which refer to the sound level exceeded "n" percent of the time. For example, the sound level exceeded 33 percent of the time, denoted as L33, is often found to approximate the Leq in the absence of loud intermittent noises (e.g., from trains or aircraft) and the sound level exceeded 90 percent of the time, denoted as L90, is often used to represent the "background" noise in a community.



Source: FTA, 2018

Figure 3: Typical A-Weighted Sound Levels



Source: FTA, 2018

Figure 4: Typical Ldn Noise Exposure Levels

2.2 Vibration Basics

Ground-borne vibration from rail transit trains refers to the fluctuating or oscillatory motion experienced by persons on the ground and in buildings near railroad tracks and structures. Vibration can be described in terms of displacement, velocity, or acceleration. Displacement is the easiest descriptor to understand. For a vibrating floor, the displacement is the distance that a point on the floor moves away from its static position. Velocity represents the instantaneous speed of the floor movement, and acceleration is the rate of change of the speed. Although displacement is easier to understand, the response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration.

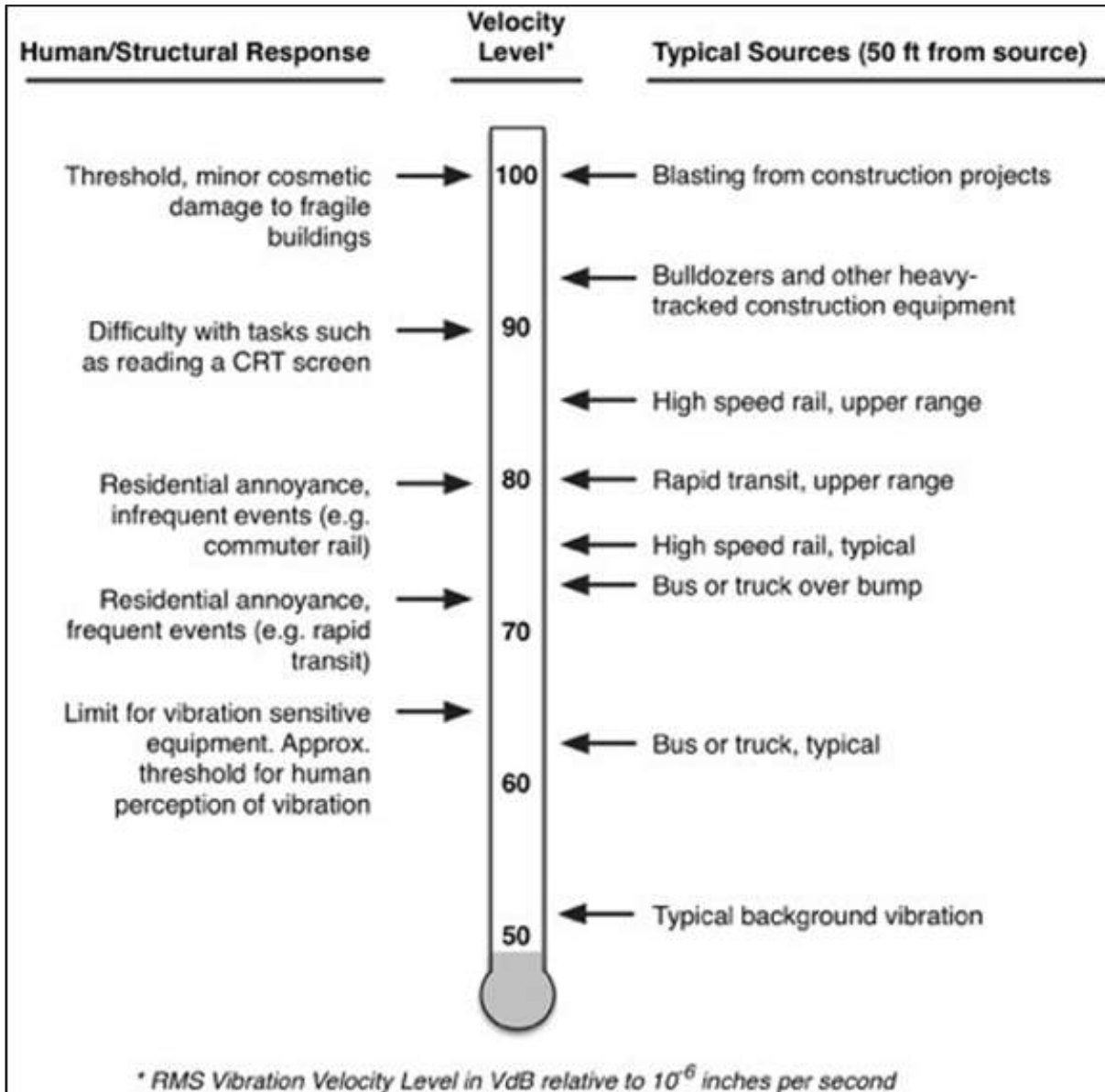
Two methods are used for quantifying vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal. PPV often is used in monitoring of blasting vibration, since it is related to the stresses experienced by buildings.

Although PPV is appropriate for evaluating the potential of building damage, it is not suitable for evaluating human response. It takes some time for the human body to respond to vibration impulses. In a sense, the human body responds to an average of the vibration amplitude. Because the net average of a vibration signal is zero, the root mean square (RMS) amplitude is used to describe the "smoothed" vibration amplitude.

PPV and RMS velocities are normally described in inches per second in the U.S. and in meters per second in the rest of the world. Although it is not universally accepted, decibel notation is in common use for vibration and is the notation specified by the FTA. Decibel notation compresses the range of numbers required to describe vibration. Vibration levels in this report are referenced to 1×10^{-6} inches per second (in/sec). Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels as specified by the FTA to reduce the potential for confusion with sound decibels.

Figure 5 illustrates common vibration sources as well as human and structural response to ground-borne vibration. Typical vibration levels can range from below 50 VdB to 100 VdB (0.000316 in/sec to 0.1 in/sec). The human threshold of perception is approximately 65 VdB.

Ground-borne noise is a low-volume, low-frequency rumble inside buildings, resulting when ground vibration causes the flexible walls of the building to resonate and generate noise. Ground-borne noise is normally not a consideration when trains are elevated or at grade. In these situations, the airborne noise usually overwhelms ground-borne noise, so the airborne noise level is the major consideration. However, ground-borne noise becomes an important consideration where there are sections of the corridor that are in a tunnel or where sensitive interior spaces are well-isolated from the airborne noise. In these situations, airborne noise is not a major path and ground-borne noise becomes the most important path into the building. Ground-borne noise may also need to be considered in cases where the airborne noise from a project is mitigated by a sound wall.



Source: FTA, 2018

Figure 5: Typical Levels of Ground-Borne Vibration

Section 3

Noise and Vibration Criteria

The noise and vibration impact criteria used for the Project are based on information contained in the FTA noise and vibration guidance manual. The criteria used to assess noise and vibration impact from train operations and construction activities are described below.

3.1 Operational Noise Impact Criteria

The FTA operational noise impact criteria are based on well-documented research on community response to noise and are based on both the existing level of noise and the change in noise exposure due to a project.

The FTA noise criteria are based on the land use category of the sensitive receiver. The descriptors and criteria for assessing noise impact vary according to land use categories adjacent to the track. For Category 2 land uses where people live and sleep (e.g., residential neighborhoods, hospitals, and hotels), the day-night sound level (Ldn) is the assessment parameter. For other land use types (Category 1 or 3) where there are noise-sensitive uses (e.g., outdoor concert areas, schools, and libraries), the equivalent sound level (Leq) for an hour of noise sensitivity that coincides with train activity is the assessment parameter. **Table 1** summarizes the three land use categories.

Table 1: Land Use Categories and Metrics for Transit Noise Impact Criteria

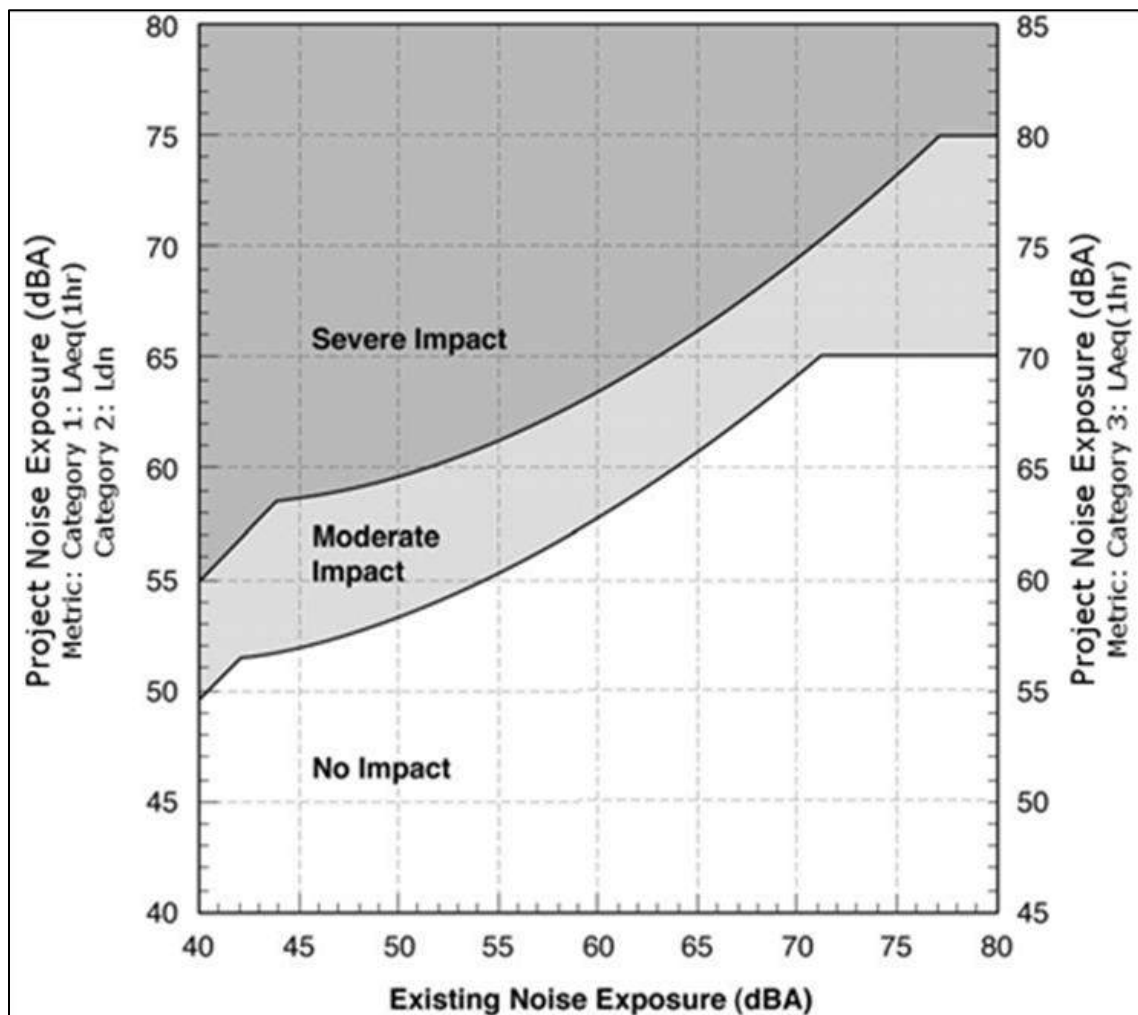
Land Use Category	Land Use Type	Noise Metric (dBA)	Description of Land Use Category
1	High Sensitivity	Outdoor Leq(1hr) *	Land where quiet is an essential element of its intended purpose. Example land uses include preserved land for serenity and quiet, outdoor amphitheaters and concert pavilions, and national historic landmarks with considerable outdoor use. Recording studios and concert halls are also included in this category.
2	Residential	Outdoor Ldn	This category is applicable to all residential land use and buildings where people normally sleep, such as hotels and hospitals.
3	Institutional	Outdoor Leq(1hr) *	This category is applicable to institutional land uses with primarily daytime and evening use. Example land uses include schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also included in this category.

Source: FTA, 2018

* Leq(1hr) for the loudest hour of project-related activity during hours of noise sensitivity.

Figure 6 shows the two curves that are defined in the FTA noise impact criteria. These curves allow increasing project noise as existing noise levels increase, up to a point at which impact is determined based on project noise alone. The FTA noise impact criteria include three levels of impact. The three levels of impact include:

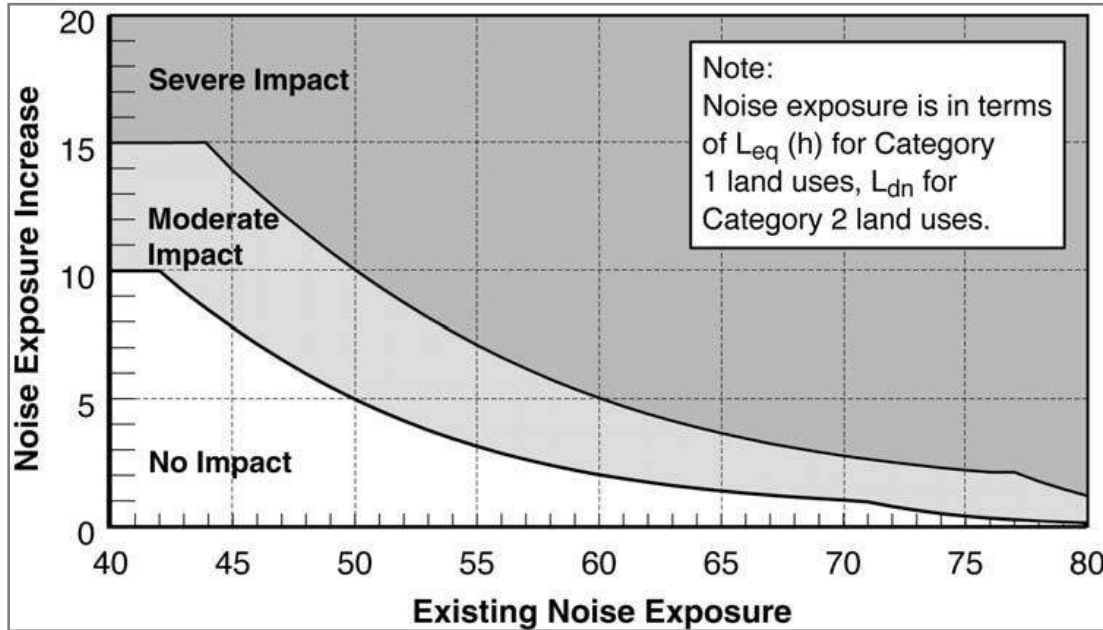
- **No Impact:** Project-generated noise is not likely to cause community annoyance. Noise projections in this range are considered acceptable by FTA and mitigation is not required.
- **Moderate Impact:** Project-generated noise in this range is considered to cause impact at the threshold of measurable annoyance. Moderate impacts serve as an alert to project planners for potential adverse impacts and complaints from the community. Mitigation should be considered at this level of impact based on project specifics and details concerning the affected properties.
- **Severe Impact:** Project-generated noise in this range is likely to cause a high level of community annoyance. The project sponsor should first evaluate alternative locations/alignments to determine whether it is feasible to avoid severe impacts altogether. If it is not practical to avoid severe impacts by changing the location of the project, mitigation measures must be considered.



Source: FTA, 2018

Figure 6: FTA Noise Impact Criteria

Although the curves in **Figure 6** are defined in terms of the project noise exposure and the existing noise exposure, the increase in the cumulative noise—when project-generated noise is added to existing noise levels—is the basis for the criteria. To illustrate this point, **Figure 7** shows the noise impact criteria for Category 1 and Category 2 land uses in terms of the allowable increase in the cumulative noise exposure. Because this Project has the potential to change the existing transit noise in the community and does not introduce a new source of transit noise, FTA specifies that the noise impact criteria as presented in **Figure 7** be used. The criterion for a moderate impact allows a noise exposure increase of 10 dB if the existing noise exposure is 42 dBA or less, but only a 1 dB increase when the existing noise exposure is 70 dBA.



Source: FTA, 2018

Figure 7: FTA Cumulative Noise Impact Criteria

3.2 Operational Vibration Impact Criteria

The operational vibration impact criteria used for the Project are based on the information contained in Chapter 6 of the FTA noise and vibration guidance manual. As shown in **Table 2**, the criteria for a general vibration assessment are based on land use and train frequency. Some buildings, such as concert halls, recording studios and theaters, can have a higher sensitivity to vibration (or ground-borne noise) but do not fit into the three land use categories listed in **Table 2**. Because of the sensitivity of these buildings, there are special FTA criteria that apply. However, there are no such buildings located near the Project alignment.

Table 2 includes additional criteria for ground-borne noise, which is a low-frequency noise that is radiated from the motion of room surfaces, such as walls and ceilings in buildings due to ground-borne vibration. Ground-borne noise is defined in terms of dBA, which emphasizes middle and high frequencies, which are more audible to human ears. The criteria for ground-borne noise are much lower than for airborne noise to account for the low-frequency character of ground-borne noise; however, because airborne noise typically masks ground-borne noise for above ground (at-grade or elevated) transit systems, ground-borne noise is only assessed for operations in tunnels, where airborne noise is not a factor, or at locations which are well insulated from airborne noise.

Table 2: Ground-Borne Vibration and Noise Criteria for General Assessment

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch /sec)			Ground-Borne Noise Impact Levels (dBA re 20 micro-Pascals)		
	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations.	65 ^d	65 ^d	65 ^d	N/A ^e	N/A ^e	N/A ^e
Category 2: Residences and buildings where people normally sleep.	72	75	80	35	38	43
Category 3: Institutional land uses with primarily daytime use.	75	78	83	40	43	48

Source: FTA, 2018

^a "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

^b "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter train lines have this many operations.

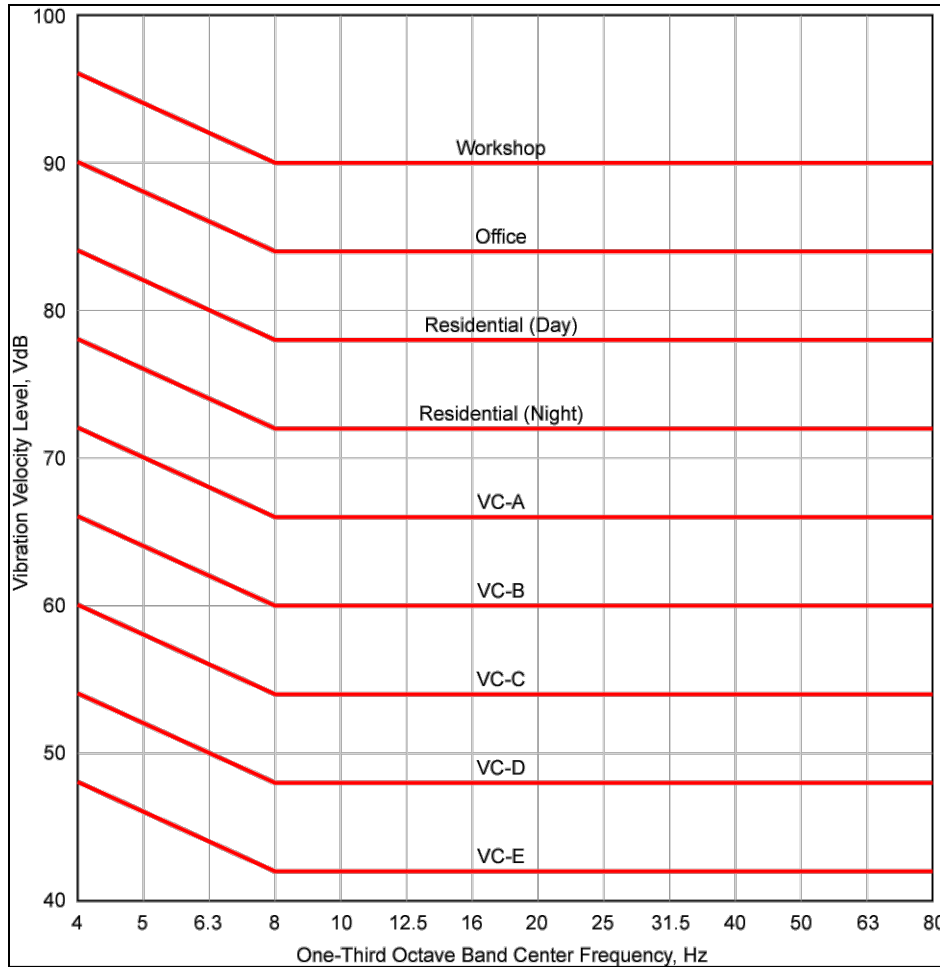
^c "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.

^d This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

^e Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

In addition to the standard vibration criteria, FTA also provides guidelines for considering the existing vibration conditions. In the case of a heavily used rail corridor such as the Metra UP North Line, the FTA guidelines suggest that vibration impact for this heavily used corridor would be assessed at locations where (1) the existing vibration level exceeds the FTA criterion and the increase in vibration level is projected to be 3 VdB or more, or (2) the existing vibration level does not exceed the FTA criterion, but the projected future vibration level does.

As shown in **Figure 8**, FTA also provides criteria for a detailed vibration assessment in terms of one-third octave band vibration levels. Curves are applied to the projected vibration spectrum for a project. If the vibration level at any one frequency exceeds the criteria, there is impact. Conversely, if the entire proposed vibration spectrum of a project is below the curve, there will be no impact. The "Residential (Night)" curve is applicable to residential buildings and corresponds to a maximum vibration level of 72 VdB at one-third octave band center frequencies between 8 Hz and 80 Hz. The "Residential (Day)" curve is applicable to institutional buildings and corresponds to a maximum vibration level of 78 VdB at one-third octave band center frequencies between 8 Hz and 80 Hz. These detailed vibration assessment criteria are used to evaluate operational ground-borne vibration impact for this Project.



Source: FTA, 2018

Figure 8: FTA Criteria for Detailed Vibration Analysis

3.3 Construction Noise and Vibration Criteria

Construction activities associated with a large transportation project often generate noise and vibration complaints even though they only take place for a limited time. For the Metra UP North Rebuild Project: Fullerton to Addison, construction noise and vibration impacts are assessed where the exposure of noise- and vibration-sensitive receivers to construction-related noise or vibration is projected to occur at levels exceeding standards established by FTA and established thresholds for architectural and structural building damage (FTA, 2018).

3.3.1 Noise Impact

Table 3 shows the FTA construction noise criteria for a general assessment. The combined one-hour Leq for the two noisiest pieces of equipment for each phase of construction [Leq, equip(1hr)] is used to assess impact, based on construction noise calculations using the noise emission levels of the construction equipment, their location, and operating hours. The construction noise limits are based on land use and are normally assessed at the noise-sensitive receiver property line.

Table 3: General Assessment Construction Noise Criteria

Land Use	Leq, equip(1hr), dBA	
	Day	Night
Residential	90	80
Commercial	100	100
Industrial	100	100

Source: FTA, 2018

3.3.2 Vibration Impact

In addition to the vibration criteria for human annoyance and interference with equipment and spaces described in Section 3.2, there are also vibration criteria for damage from construction activities. Typical transit operations do not have the potential for damage, so only certain construction activities are assessed for damage.

The thresholds for damage to structures are typically several orders of magnitude above the thresholds for human response to vibration. **Table 4** shows the FTA criteria for vibration damage to structures. These criteria are based on the structure and construction type (and not a designation as historic). **Table 4** also includes criteria in terms of both VdB and Peak Particle Velocity (PPV).

Table 4: FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate Lv*
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA, 2018

* RMS velocity in decibels, VdB re 1 micro-inch/second

Section 4

Affected Environment

The affected noise and vibration environment along the Metra UP North alignment was investigated based on a review of current land use information, visual surveys and measurements conducted during July of 2021. Detailed information on the noise and vibration measurement program conducted to characterize the existing noise and vibration conditions is available in a previous project report (*Noise and Vibration Measurement Program*, dated August 20, 2021) and the results are summarized in the subsections below.

4.1 Existing Noise Conditions

The noise measurement program consisted of both long-term (24-hour) and short-term (1 to 2-hour) monitoring of the A-weighted sound levels. Long-term noise measurements were made at eleven (11) sites (designated as LTN-1 through LTN-11) and short-term noise measurements were made at ten (10) sites (designated as STN-1 through STN-10). **Figure 9** and **Figure 10** show the noise measurement locations in plan view.

Table 5 and **Table 6** summarize the overall results of the existing noise exposure measurements for the long-term and short-term sites, respectively. These tables include the measurement dates, times, durations, and measured noise exposure levels (Ldn for the long-term sites and Leq for the short-term sites).

The results of the noise measurements along the Project corridor indicate Ldn and Leq noise exposure levels in the range of 60-70 dBA, which is typical for an urban area. For context, Ldn values above 65 dBA are considered to represent a “normally unacceptable” residential environment by the U.S. Department of Housing and Urban Development (HUD). In addition to Metra train operations, significant existing noise sources contributing to the overall noise exposure along the Project corridor include CTA train operations and local roadway traffic.



Figure 9: Noise Measurement Locations (Map 1 of 2)

Table 5: Long-Term Noise Exposure Measurement Results

Site No.	Side of Tracks	Measurement Site Description	Start of Measurement		Measurement Duration	Ldn (dBA)
			Date	Time		
LTN-1	East	3645 N. Ravenswood Avenue	7/19/21	9:00	24 hr.	67
LTN-2	West	1803 W. Eddy Street	7/19/21	9:00	24 hr.	70
LTN-3	East	1725 W. Newport Avenue	7/19/21	10:00	24 hr.	67
LTN-4	West	3246 N. Ravenswood Avenue	7/19/21	11:00	24 hr.	63
LTN-5	West	3139 N. Honore Street	7/19/21	11:00	24 hr.	62
LTN-6	West	3125 N. Honore Street	7/20/21	12:00	24 hr.	65
LTN-7	East	1763 W. Wellington Avenue	7/20/21	15:00	24 hr.	68
LTN-8	West	1802D W. Diversey Parkway	7/21/20	12:00	24 hr.	64
LTN-9	East	2654 N. Hartland Court	7/20/21	11:00	24 hr.	66
LTN-10	East	1745 W. Terra Cotta Place	7/20/21	11:00	24 hr.	62
LTN-11	East	1761 W. Surf Street	7/20/21	14:00	24 hr.	70

Table 6: Short-Term Noise Exposure Measurement Results

Site No.	Side of Tracks	Measurement Site Description	Start of Measurement		Measurement Duration	Leq (dBA)
			Date	Time		
STN-1	East	W. Berneau Ave. Metra Bridge	7/19/21	8:38	1 hr.	69
STN-2	East	Lois Klein Park	7/19/21	10:19	1.25 hr.	66
STN-3	East	W. Barry Ave. Metra Bridge	7/19/21	12:38	1 hr.	62
STN-4	West	W. Barry Ave. Metra Bridge	7/19/21	13:40	1 hr.	61
STN-5a	East	Wang (Chi Che) Park @ 50 ft.	7/20/21	9:41	2 hr.	61
STN-5b	East	Wang (Chi Che) Park @ 100 ft.	7/20/21	9:41	2 hr.	60
STN-6	East	2476 N. Clybourn Avenue	7/20/21	13:26	1.25 hr.	61
STN-7	West	1801 W. Eddy Street	7/21/21	11:28	1 hr.	65
STN-8	East	1756 W. Newport Avenue	7/21/21	10:01	1.33 hr.	63
STN-9	West	W. Wellington Ave. Metra Bridge	7/21/21	8:52	1 hr.	63
STN-10	West	W. Diversey Pkwy. Metra Bridge	7/21/21	7:42	1 hr.	70

4.2 Existing Vibration Conditions

The vibration measurement program consisted of short-term (1 to 2-hour) monitoring of the overall and one-third octave band vibration velocity levels. The short-term vibration measurements were made at seven (7) sites (designated STV-1 through STV-7). **Figure 11** and **Figure 12** show the vibration measurement locations in plan view.

Table 7 summarizes the results of the existing Metra train vibration measurements, including the measurement dates, times, and durations, as well as the range and average values of the measured train vibration levels at each site. The results indicate that buildings in close proximity to the Metra tracks are currently subjected to relatively high levels of vibration from train operations, with maximum ground vibration levels measured to be in the range of 71 to 83 VdB. For context, the FTA impact threshold for vibration annoyance at residential buildings is 72 VdB. However, the measured vibration levels are well below the FTA impact thresholds for vibration damage to buildings.

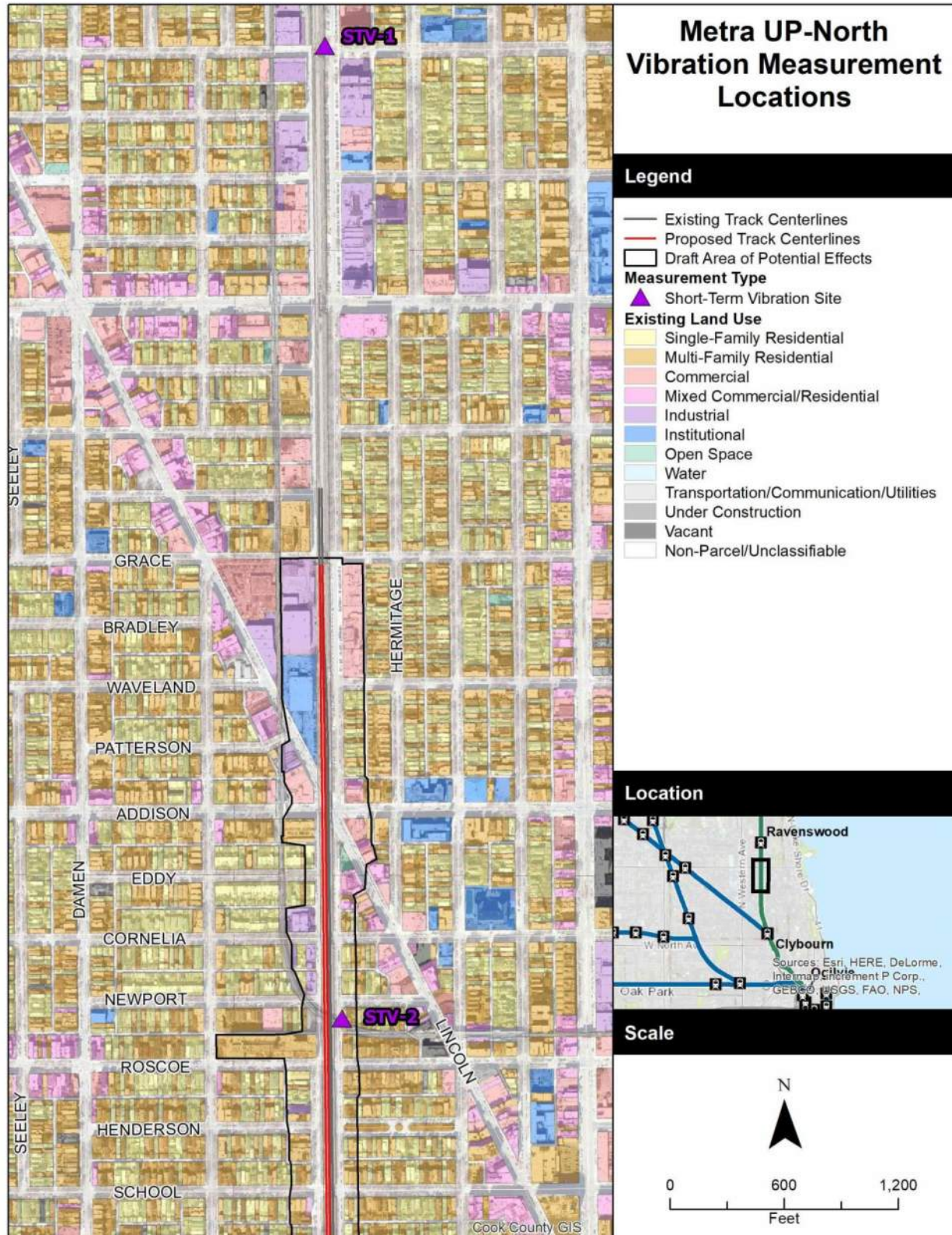


Figure 11: Vibration Measurement Locations (Map 1 of 2)

Table 7: Metra Train Vibration Measurement Results

Site No.	Side of Tracks	Measurement Site Description	Start of Measurement		Meas. Dur.	Vibration Velocity Level, Lv (VdB)	
			Date	Time		Range	Average
STV-1	East	W. Berteau Ave. Metra Bridge	7/19/21	8:30	1 hr.	74-80	76
STV-2	East	1757 W. Newport Avenue	7/19/21	10:00	1.5 hr.	74-81	79
						70-77*	74*
STV-3	East	W. Barry Ave. Metra Bridge	7/19/21	12:40	2 hr.	76-82	80
STV-4	West	W. Barry Ave. Metra Bridge	7/19/21	12:40	2 hr.	75-82	78
STV-5	East	1763 W. Wellington Avenue	7/20/21	7:48	1 hr.	78-83	80
STV-6a	East	Wang (Chi Che) Park @ 25 ft.	7/20/21	9:40	2 hr.	78-82	80
STV-6b	East	Wang (Chi Che) Park @ 50 ft.	7/20/21	9:40	2 hr.	74-79	76
STV-6c	East	Wang (Chi Che) Park @ 100 ft.	7/20/21	9:40	2 hr.	70-73	71
STV-6d	East	Wang (Chi Che) Park @ 200 ft.	7/20/21	9:40	2 hr.	69-72	70
STV-7	East	1777A W. Wrightwood Avenue	7/20/21	13:30	1 hr.	71-83	79

* Vibration levels from CTA train on the nearby elevated structure are provided for comparative purposes.

Section 5

Assessment Methodology

A detailed noise and vibration impact assessment has been carried out in accordance with the guidelines specified in the U.S. Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA, 2018). Based on the screening distances provided in Section 4.3 of the FTA guidance manual, the noise study area for the Project was typically within 375 feet of the alignment due to intervening buildings. Based on the screening distances for residential land use provided in Section 6.3 of the FTA guidance manual, the vibration study area for the Project was limited to within 200 feet of the alignment.

For this Project, noise and vibration from operations and construction were assessed using the methodology described in the subsections below.

5.1 Operational Noise

Existing noise exposure levels at sensitive receiver locations were determined based on the results of the noise measurement program. In particular, the existing Ldn at specific receiver locations was estimated based on the representative noise measurement data by combining the Ldn contribution from Metra train operations along the UP North Line corridor (adjusted for distance and shielding) with the background Ldn. Following FTA methodology, noise levels at sensitive receiver locations were calculated at the façade of each receiver at a height of 5 feet above the ground floor elevation.

The background Ldn values represent the noise exposure levels excluding train noise, and were calculated by logarithmically “subtracting” the calculated train noise exposure from the measured overall noise exposure at each site as described in the *Noise and Vibration Measurement Program* report. The Metra train Ldn contribution to the overall noise exposure was calculated as follows:

$$\text{Ldn (Metra)} = \text{Ldn(ref)} - 10 \cdot \log_{10}(D/D_{\text{ref}}) - A(\text{shielding})$$

where: Ldn (Metra) = Ldn contribution from Metra trains on a single track at a receiver, dBA

$$\begin{aligned} \text{Ldn(ref)} &= \text{Average Ldn contribution from Metra trains at 50 feet from a single track} \\ &= 61.4 \text{ dBA (based on measurement program results)}^1 \end{aligned}$$

D = distance from the track centerline to the receiver location, feet

Dref = reference distance (50 feet)

A(shielding) = attenuation due to shielding by rows of houses between the Metra tracks and the receiver location (based on FTA methodology), dBA

The above calculation was made separately for each track (i.e., northbound Track 1 and southbound Track 2) and the results were combined to obtain the total Ldn contribution from Metra train operations. The total existing Ldn was then estimated by combining the Metra train Ldn with the background Ldn based on receiver location, as detailed in **Table 8**.

¹ The reference Ldn for Metra train operations was determined by normalizing the Ldn from Metra train operations at representative long-term noise measurement sites (calculated from train event noise data as described in the *Noise and Vibration Measurement Program* report) to a distance of 50 feet from a single track using FTA methodology, and by averaging the results.

Future noise exposure levels at sensitive receiver locations were determined using the same method used for calculating the existing noise exposure levels, accounting for the proposed shift in track location (approximately 20 feet to the west), based on the following assumptions:

- There will be no significant change in train operations (e.g., schedules, speeds and consists) due to the Project. The weekday train schedule during the measurement period included a total of 76 train operations over a 24-hour period, with 65 trains during the daytime hours (7 AM to 10 PM) and 11 trains during the nighttime hours (10 PM to 7 AM). The trains were observed to include one locomotive and 5-7 cars. Speeds were typically observed to be in the range of 25-50 mph, depending on location.
- Based on the results of the measurement program, the planned bridge and track reconstruction will not significantly affect train noise levels.
- There will be no significant change in the background noise levels along the Project alignment.

Table 8: Existing Background Noise Exposure Level Assumptions

Receiver Location Along Metra Corridor		Background Reference*	
Corridor Segment	Location	Site No.	Ldn (dBA)
W. Grace St. – W. Cornelia Ave.	East Side of Metra Tracks	LTN-1	62
	West Side of Metra Tracks	LTN-2	69
W. Cornelia Ave. – W. Roscoe St.	East Side of Metra Tracks	LTN-3	65
	West Side of Metra Tracks	LTN-2	69
W. Roscoe St. – W. Fullerton Ave.	Along Streets Crossing Under Bridges	LTN-7, 10	60
	All Other Locations	LTN-4, 6, 8, 9	55

* Background Ldn values do not include noise from Metra train operations.

Noise impact for each receiver was assessed based on the existing noise levels and projected increase in cumulative noise exposure using FTA criteria as described in Section 6.1.

5.2 Operational Vibration

Existing ground-borne vibration levels at sensitive receiver locations were determined based on the results of the measurement program, specifically the train vibration propagation measurement data at Site STV-6. The average maximum ground vibration levels at 25, 50 100 and 200 feet from the Metra near track at this site were used to estimate maximum train vibration levels in each one-third octave frequency band as a function of distance based on a logarithmic regression according to the following equation:

$$Lv = A - B \cdot \log_{10}(D)$$

where: Lv = Maximum Vibration Velocity Level, VdB

D = Distance from Track Centerline, feet

The terms A and B in the above equation are regression coefficients specific to each one-third octave frequency band and are defined in **Table 9**.

Future ground vibration levels at sensitive receiver locations were determined using the same method used for calculating the existing vibration levels, accounting for the proposed shift in track location (approximately 20 feet to the west) and assuming that train equipment or speeds will not significantly change due to the Project. However, based on the results of the measurement program, it is anticipated that the maximum one-third octave band train vibration level will be reduced due to the planned bridge and track reconstruction.

Table 9 provides the proposed adjustments in train vibration levels due to the bridge and track reconstruction for each one-third octave frequency band. These adjustments are based on the differences in the average ground vibration levels measured at 25 feet to the east of the near track centerline at Site STV-1 (adjacent to a reconstructed bridge) and those measured at Site STV-3 (adjacent to an old existing bridge). Although increases in vibration levels are projected due to the reconstruction at low and high frequencies, reductions in vibration levels are projected in the peak frequency range of 12.5-31.5 Hz. As a result, a reduction of about 3 VdB in the maximum one-third octave band train vibration level is projected due to the reconstruction.

The existing and future vibration levels are based on outdoor (i.e., ground) vibration and no adjustments were made for propagation of vibration from the ground to interior building spaces. Vibration impact for each receiver was assessed based on the projected vibration levels and the projected vibration level increase using FTA criteria as described in Section 6.2.

Interior building vibration was not calculated as the transmission of vibration from the ground to buildings is very site specific and difficult to predict. Vibration levels are typically reduced as vibration is transmitted from the ground to building foundations, with additional reductions as vibration is transmitted to upper floors; in some cases, vibration increases can occur on upper floors due to resonances of floors, walls, and ceilings. Considering these counteracting effects, vibration impact for this Project was assessed based on the predicted outdoor (ground) vibration levels at the closest point of each building structure to the tracks, assuming no adjustment of vibration levels from the ground to interior spaces. This assumption is supported by the findings of extensive field measurements conducted as part of a Transportation Research Board study ("Ground-Borne Noise and Vibration in Buildings Caused by Rail Transit," Final Report for TCRP Project D-12, December 2009) indicating that, on average, the indoor vibration level equaled the outdoor level for rail transit operations. Regarding building materials, ground-borne vibrations from train operations are well below levels that could cause even minor architectural damage to structures where the building construction would be a consideration.

Table 9: One-Third Octave Band Regression Coefficients and Adjustments for Train Vibration Prediction

One-Third Octave Band Center Frequency (Hz)	Regression Coefficient		Adjustment to Vibration Level for the Planned Bridge and Track Reconstruction (VdB)
	A	B	
3.15	50.228	8.059	10.3
4	51.829	6.917	9.3
5	56.300	6.438	14.2
6.3	61.760	6.014	14.3
8	64.486	4.541	7.7
10	77.646	8.526	4.3
12.5	75.729	6.604	-6.3
16	77.744	6.477	-11.8
20	84.844	10.313	-7.7
25	92.600	13.970	-9.1
31.5	93.443	15.639	-3.9
40	91.897	17.831	3.7
50	96.381	24.154	4.5
63	88.070	21.692	1.3
80	92.139	27.354	5.8
100	79.039	21.195	7.3
125	66.951	14.488	4.3
160	58.181	12.910	15.9
200	51.352	13.650	15.9
250	51.125	15.105	14.1
315	46.451	13.288	10.3

5.3 Construction Noise and Vibration

5.3.1 Construction Noise

Construction noise impacts are assessed using a combination of the methods and construction source data contained in the FTA guidance manual and the FHWA Roadway Construction Noise Model (RCNM) from the FHWA Construction Noise Handbook (Final Report FHWA-HEP-06-015, August 2006). **Table 10** lists typical noise levels generated by representative pieces of equipment.

The noise exposure at a receiver location may be calculated using decibel addition of all operating construction equipment using the following equation:

$$Leq(n) = L_{max} + 10 \cdot \log_{10}(U.F.) - 20 \cdot \log_{10}(D/50) - A(\text{shielding})$$

where:

$Leq(n)$ = noise exposure at a receiver resulting from the operation of a single piece of equipment over n hours,

L_{max} = noise emission level of the particular piece of equipment at the reference distance of 50 feet (taken from **Table 10**),

$A(\text{shielding})$ = shielding provided by barriers, building, or terrain,

D = distance from the receiver to the piece of equipment in feet, and

$U.F.$ = usage factor that accounts for the fraction of time that the equipment is in use over the specified time period. For $Leq(1\text{-hr})$ the $U.F.$ is assumed to be 100%, and for 8 hours or more the values in **Table 10** are used.

For a general assessment, the $Leq(1\text{-hr})$ is calculated for the two noisiest pieces of equipment expected to be used in each phase of construction. Then, the levels for each phase of construction are combined using decibel addition.

Table 10: Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level (Lmax) 50 ft from Source (dBA)	Usage Factor (U.F.), %
Air Compressor	80	40
Backhoe	80	40
Ballast Equalizer	82	50
Ballast Tamper	83	50
Compactor	82	20
Concrete Mixer	85	40
Concrete Pump	82	20
Crane, Derrick	88	16
Crane, Mobile	83	16
Dozer	85	16
Generator	82	50
Grader	85	40
Impact Wrench	85	50
Jack Hammer	88	20
Loader	80	40
Paver	85	50
Pile Driver (Impact)	101	20
Pile Driver (Vibratory)	95	20
Pneumatic Tool	85	50
Pump	77	50
Rail Saw	90	20
Rock Drill	85	20
Roller	85	20
Saw	76	20
Scarifier	83	20
Scraper	85	40
Shovel	82	40
Spike Driver	77	20
Tie Cutter	84	20
Tie Handler	80	20
Tie Inserter	85	20
Truck	84	40

Source: FTA, 2018 and FHWA, 2006

5.3.2 Construction Vibration

Construction vibration is assessed for areas where there is potential for impact from construction activities. Such activities include blasting, pile driving, demolition, and drilling or excavation in close proximity to sensitive structures. **Table 11** lists typical vibration levels generated by representative pieces of equipment.

For damage assessment, the following equation is used:

$$PPV_{\text{equip}} = PPV_{\text{ref}} * [(25/D)]^{1.5}$$

where:

PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for distance

PPV_{ref} = the reference vibration level in in/sec at 25 feet from **Table 11**, and

D = the distance from the equipment to the receiver in feet.

For annoyance assessment, the following equation is used:

$$Lv(D) = Lv(25\text{ ft}) - 30 * \log_{10}(D/25)$$

where:

Lv(D) = RMS vibration level at distance D

Lv(25 ft) = RMS vibration level at 25 ft from **Table 11**, and

D = the distance from the equipment to the receiver in feet.

Table 11: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 feet (in/sec)	Approximate Lv* at 25 feet
Pile Driver (impact)	upper range	112
	typical	104
Pile Driver (vibratory)	upper range	105
	typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	in soil	66
	in rock	75
Vibratory roller	0.210	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drilling	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: FTA, 2018

* RMS velocity in decibels (VdB) re 1 micro-inch/second

This page intentionally left blank.

Section 6

Environmental Consequences

Detailed noise and vibration impact assessments were carried out based on the criteria discussed in Section 3 and the methodology described in Section 5. The assessment results are presented below.

6.1 Operational Noise Impact Assessment

Table 12 summarizes the results of the operational noise impact assessment for FTA Category 2 (residential) receivers (including a total of 1,830 dwelling units) with both daytime and nighttime sensitivity to noise. Assessment receiver locations may represent multiple dwelling units in accordance with receiver clustering methods outlined in the FTA noise and vibration guidance manual. No noise impacts are projected at any of the eight FTA Category 3 (institutional) receivers with primarily daytime and evening use that were evaluated.

For noise-sensitive locations along each segment of the Project corridor and on each side of the tracks, **Table 12** summarizes the existing and future distances to the near track, the existing and future noise exposure levels (Ldn), and the projected increases (or decreases) in the cumulative (i.e., total) noise level. Based on a comparison of the noise level increases with the impact criteria, the table also includes an inventory of the number of moderate and severe noise impacts in each segment. For simplicity, the data for each corridor segment in **Table 12** represent the results for the receiver with the greatest predicted increase (or reduction) in cumulative noise exposure.

The results identify moderate noise impacts at a total of 49 residences without mitigation; no severe noise impacts were identified. **Figure 13** shows the locations of the potential noise impacts without mitigation. As would be expected given the proposed track shift to the west, noise impacts are projected only at residential locations on the west side of the corridor that are closest to the relocated tracks. As indicated in **Table 12**, noise exposure levels on the west side of the tracks are projected to increase by up to 2 dBA, whereas noise exposure levels on the east side of the tracks are projected to decrease by up to 2 dBA.

This page intentionally left blank.

Table 12: Summary of FTA Category 2 (Residential) Noise Impacts Without Mitigation

Corridor Segment Location Description ¹	Side of Tracks	Distance to Near Track (feet)		Cumulative Noise Exposure Level (dBA) ²		Cumulative Noise Level Increase ³			Number of Residential Noise Impacts	
		Existing	Future	Existing	Future	Predicted ³	Impact Criteria		Moderate	Severe
							Moderate	Severe		
W Grace Street to W Addison Street	East	100	118	65	64	-0.3	1.4	3.7	0	0
	West	258	237	69	69	0.0	1.1	2.9	0	0
W Addison Street to W Cornelia Avenue	East	65	83	65	65	-0.5	1.4	3.6	0	0
	West	69	49	70	70	0.3	1.1	2.8	0	0
W Cornelia Avenue to W Roscoe Street	East	68	86	67	67	-0.3	1.2	3.2	0	0
	West	70	50	70	70	0.3	1.1	2.8	0	0
W Roscoe Street to W School Street	East	66	85	63	63	-0.9	1.6	4.0	0	0
	West	115	95	62	62	0.6	1.8	4.5	0	0
W School Street to W Melrose Street	East	69	87	65	64	-0.6	1.5	3.8	0	0
	West	113	92	62	62	0.6	1.8	4.5	0	0
W Melrose Street to W Belmont Avenue	East	75	94	64	64	-0.6	1.5	3.8	0	0
	West	107	87	62	63	0.7	1.8	4.5	0	0
W Belmont Avenue to W Barry Avenue	East ³	67	85	63	63	-0.9	1.6	4.0	0	0
	West ⁴	49	29	64	66	1.8	1.5	3.8	10	0
	West ⁵	83	63	64	65	0.7	1.5	3.9	0	0
W Barry Avenue to W Wellington Avenue	East	66	84	64	63	-0.9	1.6	4.0	0	0
	West	69	48	63	65	1.2	1.6	4.1	0	0
	East	28	47	66	65	-1.8	1.3	3.4	0	0

Corridor Segment Location Description ¹	Side of Tracks	Distance to Near Track (feet)		Cumulative Noise Exposure Level (dBA) ²		Cumulative Noise Level Increase ³			Number of Residential Noise Impacts	
		Existing	Future	Existing	Future	Predicted ³	Impact Criteria		Moderate	Severe
							Moderate	Severe		
W Wellington Avenue to W Diversey Parkway	West ⁶	67	47	65	66	1.0	1.5	3.8	0	0
	West⁷	42	21	65	67	2.3	1.4	3.6	33	0
W Diversey Parkway to W Wrightwood Avenue	East	25	43	67	66	-1.7	1.2	3.2	0	0
	West	50	30	64	66	1.7	1.5	3.8	12	0
W. Wrightwood Avenue to W Fullerton Avenue	East	33	51	67	65	-1.3	1.3	3.3	0	0
TOTAL:									55	0

¹ It should be noted that the data for each segment represent the receiver with the greatest projected increase (or decrease) in cumulative noise level. In addition, segments that include noise impacts are highlighted in bold font.

² Noise exposure levels are based on Ldn and measured in dBA (rounded to the nearest decibel).

³ For better resolution, noise level increases are shown to the nearest 0.1 decibel (negative values denote noise level reductions).

⁴ W Belmont Avenue to 3125 N Honore Street.

⁵ 3123 N Honore Street to W Barry Avenue.

⁶ W Wellington Avenue to 2945 N Honore Street.

⁷ 2943 N Honore Street to W Diversey Parkway.

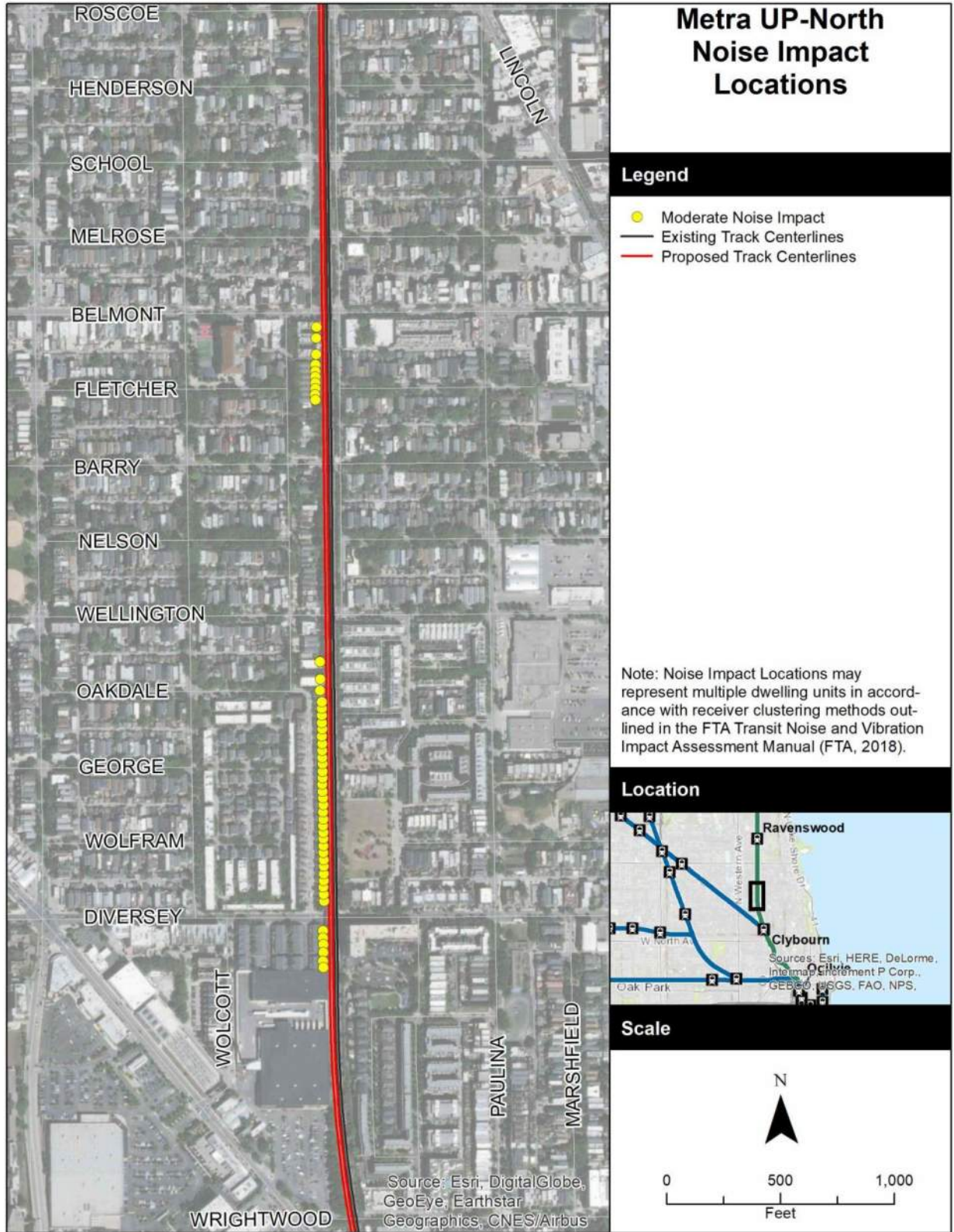


Figure 13: Noise Impact Locations Without Mitigation

6.2 Operational Vibration Impact Assessment

Table 13 summarizes the results of the operational vibration impact assessment at residential receivers. For vibration-sensitive locations along each segment of the Project corridor and on each side of the tracks, **Table 13** provides the existing and future distances to the near track, the existing and future maximum vibration levels, and the projected increases (or reductions) in the maximum vibration level. The data in the table represent the results for the receiver with the greatest projected future vibration level in each segment of the corridor.

The results project maximum future vibration levels in the range of 62 to 72 VdB, with vibration increases of up to 2 VdB on the west side of the tracks and vibration reductions of up to 5 VdB on the east side of the tracks. Based on a comparison of the projected vibration levels and increases with the impact criteria, the table indicates that, out of the 1,830 residential dwelling units and five institutional receivers evaluated, no ground-borne vibration impacts are projected. Assessment receiver locations may represent multiple dwelling units in accordance with receiver clustering methods outlined in the FTA noise and vibration guidance manual.

Table 13: Summary of Residential Ground-Borne Vibration Impacts Without Mitigation

Corridor Segment Location Description	Side of Tracks	Distance to Near Track (feet)		Maximum One-Third Octave Band Vibration Level (VdB) ¹			Impact Criterion (VdB) ¹	Number of Impacts
		Existing	Future	Existing	Future	Increase ²		
W Grace Street to W Addison Street	East	100	113	64.8	64.4	-0.4	72	0
	West	258	237	62.1	61.8	-0.3	72	0
W Addison Street to W Cornelia Avenue	East	65	83	67.3	65.6	-1.7	72	0
	West	69	49	66.9	67.6	0.7	72	0
W Cornelia Avenue to W Roscoe Street	East	68	86	67.0	65.5	-1.5	72	0
	West	70	50	66.8	67.5	0.7	72	0
W Roscoe Street to W School Street	East	63	81	67.5	65.7	-1.8	72	0
	West	106	86	64.6	65.5	0.9	72	0
W School Street to W Melrose Street	East	69	87	66.9	65.4	-1.5	72	0
	West	104	83	64.7	65.6	0.9	72	0
W Melrose Street to W Belmont Avenue	East	75	94	66.4	65.1	-1.3	72	0
	West	106	86	64.6	65.5	0.9	72	0
W Belmont Avenue to W Barry Avenue	East	66	85	67.2	65.5	-1.7	72	0
	West	47	27	69.2	70.2	1.0	72	0
W Barry Avenue to W Wellington Ave.	East	64	83	67.3	65.6	-1.7	72	0
	West	69	48	67.0	67.6	0.6	72	0
W Wellington Ave. to W Diversey Pkwy.	East	28	47	72.3	67.7	-4.6	75.3	0
	West	42	21	70.0	71.9	1.9	72	0
W Diversey Pkwy. to W Wrightwood Ave.	East	25	43	73.1	68.0	-5.1	76.1	0
	West	49	29	69.0	69.6	0.6	72	0
W. Wrightwood Ave. to W Fullerton Ave.	East	33	50	71.3	67.4	-3.9	72	0
TOTAL:								0

¹ Maximum one-third octave frequency band ground-borne vibration velocity level, measured in VdB referenced to 1 µin/sec.

² Negative values denote vibration level reductions.

6.3 Construction Noise and Vibration Assessment

Temporary noise and vibration impacts could result from activities associated with the construction of new bridges, tracks and retaining walls. It is anticipated that there will be micro-pile drill rigs used for the bridge foundations, large cranes used to lift steel, drilled footings for soldier piles, and wall anchors/tieback drilling, sheet piling and anchoring.

Based on FTA general assessment methodology and criteria, and assuming that the two noisiest types of construction equipment will be drill rigs and pile drivers, noise impact is projected at residences with an unobstructed view of construction sites that are located at distances of up to 180 feet for daytime activities and at distances of up to 570 feet for nighttime activities. A detailed assessment of construction noise impacts will be conducted during the design phase of the Project when specific construction scenarios are available.

Based on FTA methodology and criteria, and assuming that pile drivers will be the type of construction equipment generating the greatest vibration, the potential for vibration damage is expected to be limited to buildings that are located at distances within 50 to 75 feet from pile driving activities, depending on building structural category. The potential for vibration annoyance is projected at residential buildings that are located at distances of up to 300 feet from pile driving activities. A detailed assessment of construction vibration impacts will be conducted during the design phase of the Project when specific construction scenarios are available.

Section 7

Mitigation Measures

7.1 Operational Noise Mitigation

FTA states that, in determining the need for noise mitigation, severe impacts should be mitigated unless there are no practical means to do so. At the moderate impact level, more discretion should be used, and other project-specific factors should be included in the consideration of mitigation. These other factors can include the predicted increase over existing noise levels, the types and number of noise-sensitive land uses affected, existing outdoor-to-indoor sound insulation and the cost-effectiveness of mitigating noise to more acceptable levels.

Installation of noise barriers beside the tracks is the most common measure used to reduce noise from trains. Depending on the height and location relative to the tracks, noise barriers can achieve between 5 and 15 dB of noise reduction. The primary requirements for an effective noise barrier are that (1) the barrier must be high enough and long enough to break the line-of-sight between the sound source and the receiver, (2) the barrier must be of an impervious material with a minimum surface density of 4 lb./sq. ft., and (3) the barrier must not have any gaps or holes between the panels or at the bottom. Because many materials meet these requirements, the selection of materials for noise barriers is usually dictated by aesthetics, durability, cost, and maintenance considerations.

For this Project, a total of 1,905 lineal feet of noise barriers on the west side of the tracks were considered to mitigate moderate noise impacts as shown on **Figure 14** and as described in **Table 14**. At these locations, it was assumed that the ground floor elevation is typically four (4) feet above top-of-rail, for an average sensitive receiver height of nine (9) feet above top-of-rail. It is estimated that noise barriers located on top of the retaining walls (anywhere between the nearest rail and the ROW line) and extending to a height of 10 feet above the top-of-rail elevation would be effective in reducing the noise levels from Metra trains by a minimum of 5 dBA at adjacent residential locations. A 5-decibel reduction is typically considered as the minimum reduction in noise level required for mitigation to be effective.

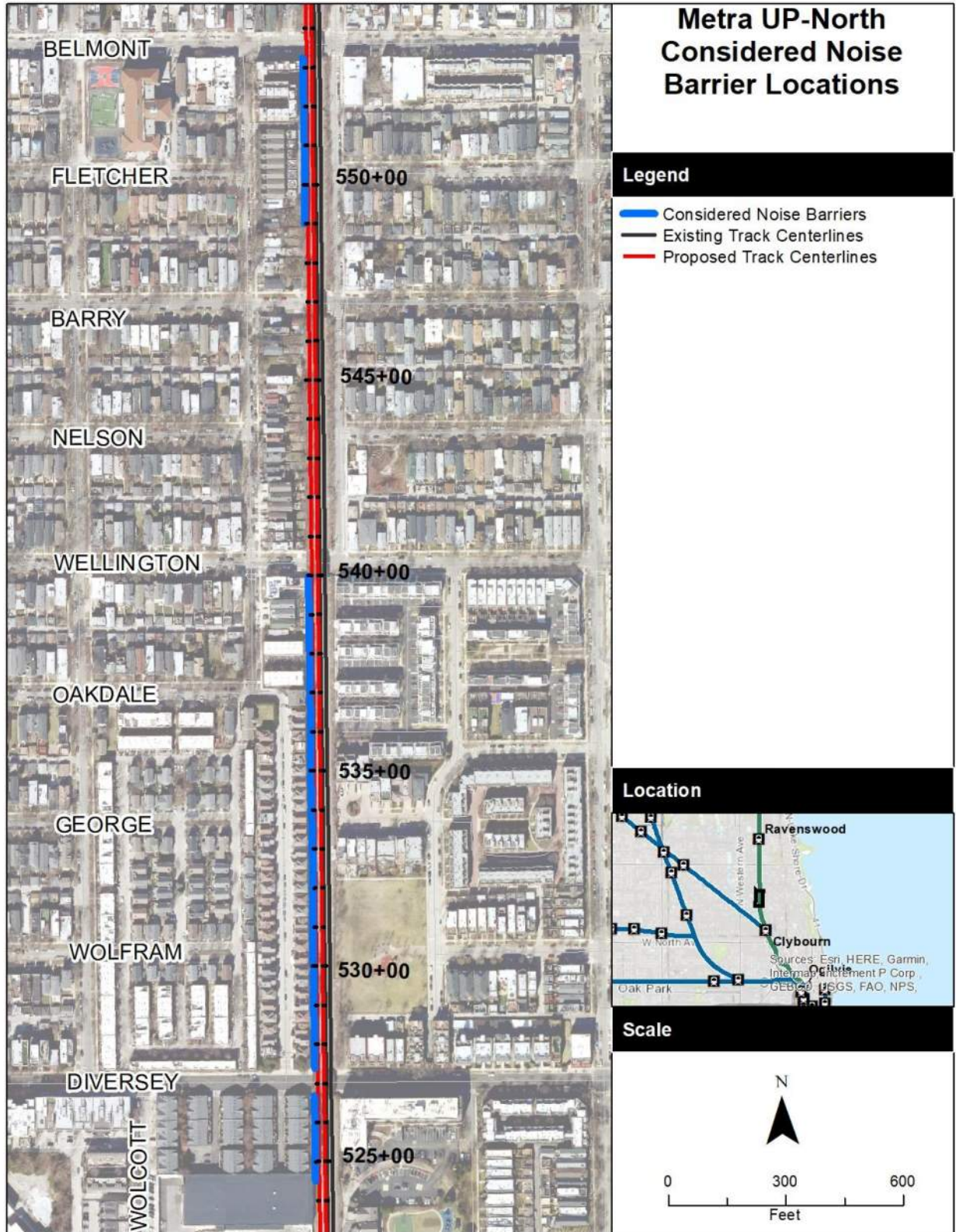


Figure 14: Considered Noise Barrier Locations

Table 14: Considered Noise Barrier Locations

Noise Barrier ID	Side of Tracks	Civil Station Number Location		Height Above Top-of-Rail (feet)	Barrier Length (feet)
		Begin	End		
1	West	549+00	553+25 (South Abutment of Belmont Avenue Bridge)	10	425
2	West	527+40 (North Abutment of Diversey Parkway Bridge)	540+00 (South Abutment of Wellington Avenue Bridge)	10	1,260
3	West	524+50	526+70 (South Abutment of Diversey Parkway Bridge)	10	220
Total:					1,905

Several factors related to feasibility and reasonableness determine whether noise barriers should be considered as an appropriate mitigation measure for a specific project. Regarding feasibility, considerations include the ability of mitigation measures to reduce noise by a certain amount, the ability for mitigation measures to be implemented while still meeting engineering requirements, and the implications to ongoing railroad accessibility and maintenance needs of the railroad.

In addition to feasibility factors, mitigation for noise and vibration impacts must be reasonable. Reasonableness factors include meeting Metra noise reduction design goals and factoring cost-effectiveness of mitigation.

Where severe noise impacts are identified, it is Metra’s policy to take all reasonable steps and measures to substantially reduce these impacts to the extent feasible. For predicted noise levels in the moderate impact range, Metra’s policy considers and adopts mitigation measures when feasible and reasonable based on noise reduction and cost-effectiveness factors.

Metra’s noise policy states that noise mitigation for moderate impacts is considered cost-effective and economically reasonable when the cost does not exceed an upper limit of \$5,000 per dwelling for each decibel exceeding the impact threshold, up to a total of \$30,000 per dwelling. Per Metra noise policy, noise barrier walls cost approximately \$25 per square foot. Using this unit cost and an anticipated height of 10 feet, a cost-reasonableness evaluation of the three proposed noise barrier walls to mitigate moderate impacts were conducted. **Table 15** includes the results of this evaluation.

Table 15: Cost Reasonableness Analysis for Noise Barrier Walls

Noise Barrier ID	Number of Dwellings	Length (Feet)	Total Square Feet	Total Cost (\$25/ Square Foot)	Predicted dBA Increase over Moderate Threshold	Cost per Dwelling for Each dBA Exceeding the Moderate Threshold (\$5,000 max)
1	10	425	4,250	\$106,250	0.3	\$35,417
2	33	1,260	12,600	\$315,000	0.9	\$10,606
3	12	220	2,200	\$55,000	0.2	\$22,917
Total	55	1,905	19,050	\$476,250		

The analysis indicates estimated costs in the range of \$10,606 to \$35,417 per mitigated dwelling for each dBA exceeding the moderate impact threshold, which is above the \$5,000 maximum per Metra policy. Therefore, it is not cost reasonable to construct noise barrier walls at any of the three locations. The anticipated cumulative noise level increases are only slightly above the moderate impact threshold and are less than 1 dBA above the threshold at any of the three locations. Based on this analysis, noise barrier mitigation is not recommended for this Project per Metra's policy.

7.2 Operational Vibration Mitigation

Beyond ensuring that the vehicle wheels and track are well maintained, approaches that can be considered to reduce ground-borne vibration from train operation include track vibration isolation treatments such as ballast mats, tire derived aggregate (TDA, or shredded tires), under-tie pads and floating slab track.

Vibration impacts that exceed FTA criteria are considered to be significant and to warrant mitigation, if reasonable and feasible.

Because no vibration impacts have been identified for this Project, no vibration mitigation is warranted.

7.3 Construction Noise and Vibration Mitigation

Construction activities will be carried out in compliance with Metra specifications and all applicable local noise and vibration regulations. In addition, final design plans would include standard specifications that require a construction noise and vibration mitigation plan. The contractor would be required to follow the mitigation plan in order to minimize construction-related noise and vibration. Components of a mitigation plan may include some or all of the following provisions, which should be specified in construction contracts:

- Equipment noise emission limits
- Lot-line construction noise limits
- Threshold and limiting vibration values for potentially affected structures
- Operational and/or equipment restrictions (e.g., nighttime construction restrictions)
- Noise abatement requirements (e.g., constructing temporary noise barriers between noisy activities and sensitive receivers)
- Noise and vibration monitoring requirements
- Noise and vibration control plan requirements
- Compliance enforcement program
- Public information and complaint response procedures