

# Section 106 Effects Assessment Report

I-290 Eisenhower Expressway  
Cook County, Illinois

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Illinois Department of Transportation

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# Executive Summary

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This Effects Assessment Report documents the methodology and assessment of effects to built historic properties to complete the Section 106 process for the I-290 Eisenhower Expressway study. Archaeological investigations have already been completed by the Illinois State Archaeological Survey (ISAS) and received a “No Archaeological Properties Affected” letter of concurrence dated May 28, 2015, from the Illinois State Historic Preservation Officer (SHPO).

The Illinois Department of Transportation (IDOT), in coordination with the Federal Highway Administration (FHWA), is seeking Illinois SHPO, Section 106 consulting parties, and public comments on the assessment of effects to historic properties. This report, and any comments received on the report, will be included in the Final Environmental Impact Statement (FEIS).

Within the Area of Potential Effects (APE), there is one National Historic Landmark, Columbus Park (Survey ID 1-20), and 22 National Register of Historic Places (NRHP)-listed or eligible historic properties (listed from west to east):

- Survey ID 1-1 Synagogue for Congregation B’Nai Israel of Proviso
- Survey ID 1-36 St. Eulalia Church
- Survey ID 1-3 Park District of Forest Park
- Survey ID 1-5 Hulbert Historic District
- Survey ID 1-6 Commercial Building at 841 South Oak Park Avenue
- Survey ID 1-7 T.A. Holm Building
- Survey ID 1-8 Suburban Trust and Savings Bank Building
- Survey ID 1-9 Paulina Mansions
- Survey ID 1-10 Oak Park Conservatory
- Survey ID 1-16 Maze Branch Library
- Survey ID 1-17 Gunderson Historic District
- Survey ID 1-21 Assumption Greek Orthodox Church
- Survey ID 1-26 Garfield Park
- Survey ID 1-27 The Chicago Park Boulevard System Historic District
- Survey ID 1-43 First Church of the Brethren
- Survey ID 1-29 Altgeld Park Fieldhouse
- Survey ID 1-44 Precious Blood Roman Catholic Church
- Survey ID 1-30 Tri-Taylor Historic District
- Survey ID 1-31 Crane Technical High School

- Survey ID 1-32 Louis Pasteur Memorial
- Survey ID 1-33 Cook County Hospital Administration Building
- Survey ID 1-34 Chicago and Regional Midwest Joint Board Building

Within the APE, the Preferred Alternative would result in six no effect findings and 17 no adverse effect findings. None of the properties in the APE would be adversely affected by the Preferred Alternative.

Therefore, FHWA has made an effect determination that the I-290 Eisenhower Expressway would have **no adverse effect** to historic properties.

## 1.0 Introduction and Description of Undertaking

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The Interstate 290 (I-290) Eisenhower Expressway is a primary east-west transportation corridor connecting the western suburbs to the Chicago central business district. It serves northwest Cook and DuPage counties, connecting to the Reagan Memorial Tollway (I-88) and the Tri-State Tollway (I-294) on the west, and I-90/I-94 (Kennedy and Dan Ryan expressways) on the east. Because the Federal Highway Administration (FHWA) may provide funding for the proposed project and interstate access approvals and permits will be required, the project is a federal undertaking, subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (54 USC 300101 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires FHWA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) and consulting parties a reasonable opportunity to comment on the undertaking.

This report documents the Section 106 assessment of effects to built historic properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP) that are located in the Area of Potential Effects (APE) for the I-290 Eisenhower Expressway study. This report assesses how the proposed project may directly or indirectly affect and/or diminish those characteristics and aspects of integrity that qualify a historic property for inclusion in the NRHP. It also differentiates those views relevant to the Section 106 assessment of effects as opposed to those views of the project as a whole.

Information on the historic properties investigations for built resources in the I-290 APE is summarized in Section 2.0 of this report and documented in further detail in these reports:

- *Section 106 Historic Properties Identification Report for the I-290 Eisenhower Expressway, Cook County, Illinois* (March 2016)
- *Section 106 Historic Properties Identification Addendum Report for the I-290 Eisenhower Expressway, Cook County, Illinois* (May 2016)

Archaeological investigations were completed by the Illinois State Archaeological Survey (ISAS) and documented in a Phase I Survey Report. No previously recorded archaeological sites were identified in the Project Corridor and no additional potentially NRHP-eligible sites were identified warranting further investigation. Therefore, no archaeological resources are considered present in the proposed project limits of disturbance. In a letter dated May 28, 2015, the Illinois SHPO concurred with the “No Archaeological Properties Affected” determination made by IDOT’s Bureau of Design and Environment (BDE) cultural resources staff.

## 1.1 I-290 Study Area

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The I-290 Study Area is centered along I-290 in Cook County. The Study Area extends west to east along I-290 from approximately 1.5 miles west of US 12/20/45 (Mannheim Road) approximately 13 miles east to Racine Avenue, meeting the western limits of the I-90/I-94 at I-290 Jane Byrne (Circle) Interchange project. North to south, the Study Area extends from North Avenue to Cermak Road. The Study Area is an area of approximately 55 square miles. A parallel Chicago Transit Authority (CTA) rail transit facility, the Blue Line Forest Park branch, is co-located in the eastern portion of the I-290 corridor, serving transit passenger travel between Forest Park and Chicago. CSX Transportation also has freight railroad right-of-way co-located in the central portion of the Project Corridor.

The existing I-290 interstate footprint consists of four lanes in both directions between Racine Avenue and Austin Boulevard, three lanes in both directions between Austin Boulevard and 25<sup>th</sup> Avenue, and four lanes in both directions west of 25<sup>th</sup> Avenue. The Study Area's western nine miles is referred to as the "reconstruction section" and the eastern four miles is referred to as the "restriping section." The project utilizes the existing interstate right-of-way footprint within which all four build alternatives, along with the Preferred Alternative, would add a fourth lane in both directions between Austin Boulevard and 25<sup>th</sup> Avenue (the reconstruction section) and only restripe the existing lanes between Austin Boulevard and Racine Avenue (the restriping section). Six operational modes were evaluated in varying configurations for the build alternatives in the DEIS, as defined in Section 1.1.2.

### 1.1.1 National Environmental Policy Act

An Environmental Impact Statement (EIS) is being completed by FHWA and IDOT for the I-290 Eisenhower Expressway project in order to satisfy requirements of the National Environmental Policy Act (NEPA) of 1969. The Draft EIS (DEIS) was released in December 2016 with the identification of a Preferred Alternative and will be followed by a Final EIS (FEIS) and Record of Decision in mid-2017. FHWA is the Federal Agency responsible for final approval of the environmental document. The EIS and supporting environmental documents are governed by NEPA and corresponding Illinois regulatory requirements.

### 1.1.2 DEIS Build Alternatives

The development and evaluation of the alternatives is an essential aspect of the NEPA process, compelling federally funded projects to document alternatives considered. For the I-290 DEIS, this was an iterative process driven by extensive stakeholder involvement combined with technical analysis and environmental impact avoidance and minimization efforts using field surveyed resource data and impact modeling. The alternatives development and evaluation process was completed within an initial identification of a range of alternatives to be considered (including a No Build alternative) and three rounds of development that considered single mode alternatives, combination mode alternatives, and evaluation and refinement of combination mode

alternatives that resulted in four build alternatives carried forward for detailed environmental analysis in the DEIS. Each build alternative comprises a different configuration of the varying operational modes, which are defined as:

**General Purpose (GP) lanes**, (also referred to as “mixed use” or “mixed flow” lanes), which allow use by all vehicles (except certain small motorized vehicles, bicycles, and pedestrians on limited access highways), without restriction on number of occupants or imposition of a toll. All lanes on I-290 are currently general purpose. The GP Add Lane build alternative would consist of four GP lanes in each direction.

**High Occupancy Vehicle (HOV) 2+ lanes**, which require at least two occupants per vehicle. There would be one HOV lane and three GP lanes in each direction with the HOV +2 build alternative.

**High Occupancy Toll (HOT) 3+ lanes**, which require at least three occupants per vehicle or the payment of a toll for vehicles with two or less occupants. There would be one HOT lane and three GP lanes in each direction with the HOT +3 build alternative.

**High Occupancy Toll (HOT) 3+ & TOLL**, which would include one HOT lane (similar to HOT 3+) in each direction with the HOT +3 & TOLL build alternative; the remaining three lanes in each direction would require a toll for all users.

**Express Bus Service (EXP)**, which can operate on GP, HOV, or HOT lanes as needed to provide longer distance commuting trips. Accommodations for EXP are included with all four build alternatives.

**High Capacity Transit (HCT)**, which could be either Bus Rapid Transit running on separate travel lanes or heavy rail transit similar to the existing CTA Forest Park Branch (Blue Line). Accommodations for HCT are included in all four build alternatives.

The build alternatives carried forward into the DEIS all utilize the same design right-of-way footprint with varying operational configurations. All the build alternatives require additional right-of-way and temporary construction easements. As shown in Figure 1-2, the four build alternatives are:

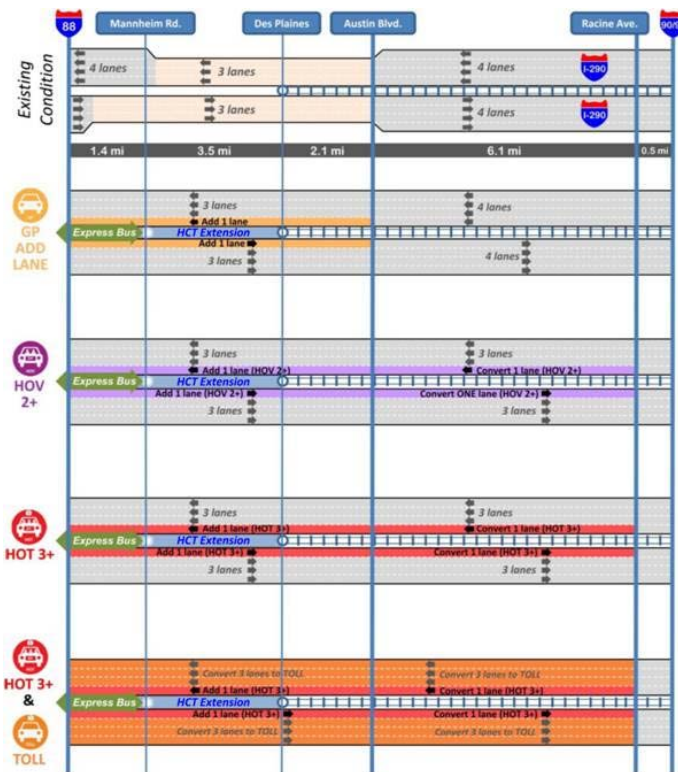
**GP & EXP & HCT (also referred to as GP Add Lane)**, consisting of adding one general purpose lane in each direction between 25<sup>th</sup> Avenue and Austin Boulevard, and provisions for Express Bus and High Capacity Transit;

**HOV 2+ & EXP & HCT (also referred to as HOV +2)**, consisting of adding one HOV 2+ high occupancy vehicle (two or more occupants required for use) lane in each direction between 25<sup>th</sup> Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOV 2+ use, and provisions for Express Bus and High Capacity Transit;

**HOT 3+ & EXP & HCT (also referred to as HOT +3)**, consisting of adding one HOT 3+ high occupancy/toll (three or more occupants per vehicle required for non-tolled use, or one/two occupants per vehicle paying a toll) lane in each direction between 25<sup>th</sup> Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, and provisions for Express Bus and High Capacity Transit; and

**HOT 3+ & TOLL & EXP & HCT (also referred to as HOT +3 & TOLL)**, consisting of adding one HOT 3+ lane in each direction between 25<sup>th</sup> Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, conversion of the remaining general purpose lanes to toll lanes (all users of these lanes paying a toll), and provisions for Express Bus and High Capacity Transit.

**Figure 1-1. I-290 Build Alternatives Evaluated in the DEIS**



### 1.1.3 DEIS No Build Alternative

The No Build alternative is also carried forward to provide a baseline of comparison of travel benefits as well as environmental impacts. This alternative consists of improvements to existing roadway and transit facilities in the broader Study Area that are expected to be constructed by the design year (2040) with the exclusion of major improvements, such as I-290 or CTA Forest Park Blue Line branch expansion, within the Study Area. The environmental conditions that would exist under the No Build



alternative are generally consistent with the existing conditions, except to the extent that those existing conditions would be affected by other actions (e.g., other transportation or development projects). The No Build alternative would not satisfy the project's Purpose and Need.

## 1.2 Preferred Alternative

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In considering the key factors for meeting project goals and objectives, travel performance, and social/economic and environmental impacts, the HOT 3+ Alternative provides the best balance of benefits by avoiding social/economic and environmental impacts while providing regional and local travel benefits, including benefits to environmental justice communities. The quantitative comparison of alternatives completed as part of the DEIS shows the HOT 3+ Alternative as scoring higher than the other three build alternatives. Since the social, economic and environmental factors are indistinguishable among the build alternatives for most measures, travel performance became a principal factor in selecting a Preferred Alternative. Compared to the other build alternatives, the HOT 3+ Alternative demonstrates superior and balanced transportation performance and, based on the analyses completed, the HOT 3+ Alternative was identified as the Preferred Alternative in the DEIS.

### 1.2.1 Right-of-Way

The proposed expressway, cross street, and railroad improvements are located almost entirely within their existing respective rights-of-way, except for 2.79 acres located near five of the interchanges proposed for reconstruction at 25<sup>th</sup>, 1<sup>st</sup>, DesPlaines, Circle, and Harlem Avenues, and 2.65 acres for a 10-foot strip of right-of-way from the Chicago Transit Authority (CTA) Blue Line, which parallels the existing I-290 right-of-way. Minor areas throughout the "reconstruction section" would also be needed for temporary construction easements. No building demolitions would occur as a result of the Preferred Alternative.

### 1.2.2 Grade Changes

The project includes grade changes to meet current design standards requirements, hydraulic and drainage requirements, and vertical clearance requirements. The grade changes would generally consist of the entire existing longitudinal profile east of Westchester Boulevard and west of Kostner Avenue. Similarly, throughout the majority of the Project Corridor, there would be vertical profile changes along this same portion of the expressway. The I-290 vertical profile would be lowered a maximum of approximately 10 feet and raised a maximum of approximately five feet throughout the Project Corridor.

### 1.2.3 Interchanges and Cross Street Improvements

The proposed project would improve the design of interchanges and cross streets to modern standards. This would include improved truck turning radii, improved vehicle storage, wider sidewalks, ADA ramps, pedestrian plaza areas, and modern pedestrian countdown signals. The Austin Boulevard and Harlem Avenue interchanges would

retain their existing center ramp termini, but be converted to conventional right-hand ramps. These interchanges would also have pedestrian refuge islands installed between the ramps. Between 1<sup>st</sup> and 25<sup>th</sup> Avenues, the substandard interchange ramps spacing would be reconfigured with improved geometric design, and the interchanges at 1<sup>st</sup> and 25<sup>th</sup> Avenues would be fully removed and replaced using single-point urban interchange (SPUI) designs. Also between 1<sup>st</sup> and 25<sup>th</sup> Avenues, the frontage roads of Bataan Drive and Harrison Street would be fully reconstructed as part of this project. Twenty-two bridges and structures, including pedestrian bridges, would be reconstructed over I-290 in the “reconstruction section” of the project only. East of Cicero Avenue, the bridges and structures would not be reconstructed, rehabilitated, or replaced as part of this project.

#### **1.2.4 Railroad Crossing Improvements**

The project includes proposed improvements at three railroad grade separated crossings. The existing bridge carrying the IHB Railroad over I-290 would be reconstructed to accommodate the interstate’s added lanes, the acceleration/deceleration lanes, and the two frontage roads (see Appendix A, map sheets 4 and 5). Increased vertical clearance requirements would require the proposed reconstruction of the IHB Railroad grade south to Roosevelt Road, approximately 3,000 feet.

The existing CTA Blue Line and CSX Railroad bridges over I-290 would be reconstructed, although no substantive grade changes are anticipated along the railroad grades.

#### **1.2.5 Transit and Non-Motorized Travel Improvements**

The project would improve access to both transit and non-motorized travel. This would include wider sidewalks on all cross road bridges in the reconstruction area with additional width for sidewalks serving CTA Blue Line stations. CTA Blue Line stations would also be made ADA accessible and station entrances would have increased pedestrian plaza space for bicycle parking, bus passengers, and bus passenger shelters. All four build alternatives also include east-west express bus service on the interstate shoulder or in a managed lane, as well as the relocation of bus stops closer to CTA transit stations. Non-motorized travel improvements also include construction of a new two-mile, east-west, shared-use path between DesPlaines Avenue and Austin Boulevard that connects the Illinois Prairie Path to Columbus Park in Chicago. Shared-use path improvements within Columbus Park will also improve connections to the Illinois Prairie Path.

#### **1.2.6 Noise Analysis**

A traffic noise analysis was completed for the four build alternatives as part of the DEIS; it is included in the I-290 DEIS as Appendix F, *Traffic Noise Analysis Volume 2* (November 2016) and the IDOT *Highway Traffic Noise Assessment Manual*. The noise study was conducted in accordance with the IDOT Noise Analyses policy (Chapter 26-6, BDE Manual, 2011). The policy is based on FHWA noise regulations, 23 CFR Part 772 “Procedures for Abatement of Highway Traffic Noise and Construction Noise.”

The existing I-290 corridor is a high-volume urban expressway, with rail transit service (CTA Blue Line) from DesPlaines Avenue to beyond the east project terminus. The expressway and CTA transit service are the predominant sources of existing traffic noise, which already approaches or exceeds the FHWA Noise Abatement Criteria (NAC). The FHWA NAC establishes noise level limits for five land-use categories. When the future build condition noise levels approach or exceed the NAC limits, this is a noise impact under NEPA, regardless of the amount of change in noise level. Per the FHWA NAC, a 3 dB(A) change in noise level is a barely perceptible change, while a +1 dB(A) or +2 dB(A) change is not perceptible to the human ear. For many properties along the I-290 corridor, a +1 dB(A) or +2 dB(A) change in traffic noise levels was identified.

To determine potential traffic noise impacts with the Preferred Alternative, receptor sites were identified by completing an initial review of all land uses within 500 feet of the edge of proposed roadway improvements. Highway traffic noise impacts are not typically identified greater than 500 feet from a roadway. Noise impacts were determined by comparing modeled future build traffic noise levels to the NAC. No noise impacts were identified due to substantial noise increases over existing noise level conditions. However, noise impacts were identified due to future build noise levels approaching or exceeding the NAC. The future build noise levels approach, meet, or exceed the NAC limits at 229 of 288 representative receptors for the Preferred Alternative.

To mitigate the noise impact under NEPA, FHWA regulations recommend a noise abatement analysis be completed to determine whether abatement measures would reduce noise levels. Implementation of noise abatement measures, such as barriers or berms, could reduce future build noise levels at representative receptors. Noise barriers, rather than berms, were studied for the I-290 noise abatement given the limited right-of-way through the urbanized corridor. Per IDOT's traffic noise policy, any recommended barrier must be feasible and reasonable. For a barrier to be feasible, it must be constructable and reduce noise by at least 5 dB(A) at an impacted receptor. For a barrier to be reasonable, it must satisfy the IDOT noise reduction design goal of reducing noise levels at one benefited receptor by at least 8 dB(A), be cost effective per IDOT policy, and be supported by the people it benefits (where the barrier would reduce noise by at least 5 dB(A)).

The I-290 noise abatement analysis of the Preferred Alternative studied 92 noise barrier locations, which included the extension of three existing barriers and the potential height increase of ten existing barriers. Of these, 63 noise barriers were found to be reasonable and feasible. These 63 reasonable and feasible noise barriers were presented to people (benefitted receptors) who would receive a benefit from the barrier to be voted upon through the viewpoints solicitation process. Through that process, the benefitted receptors ultimately voted in favor of 46 barriers. The 46 approved noise barriers are recommended for construction, and will likely be constructed as part of the I-290 project. See Appendix A of this report and Appendix F of the I-290 DEIS for maps showing the locations of the barriers likely to be implemented.

### **1.2.6.1 Historic Properties in Vicinity of Noise Barriers**

Within the I-290 APE, there are 23 NRHP-listed or eligible historic properties, including the Columbus Park National Historic Landmark (NHL), that are also considered sensitive noise receptors because of their use (i.e., churches, apartment buildings, residences, and parks). As noise impacts were identified in each of these areas, noise barriers were studied in the vicinity of all of these historic properties. For each NRHP-listed or eligible historic property in the APE, Table 1-1 provides an overview of the existing and calculated build noise levels for the Preferred Alternative, the change in noise level, the approximate distance to approved noise barriers, a summary of viewsheds from each historic property to approved noise barriers, and the approved noise barriers likely to be constructed in the vicinity of the property based on the results of the viewpoint solicitation process.

As shown in Table 1-1 and the Effects Assessment Maps in Appendix A, approved noise barriers will likely be constructed in the vicinity of most of the 23 NRHP-listed or eligible historic properties. These barriers may be visible from some portions of those properties or with their viewshed, but they are located across I-290 from the property and not directly adjacent or in front of the property. As a result of the noise abatement analysis and the viewpoint solicitation process, an existing noise barrier located near one historic property will not be replaced or improved, while approved noise barriers are likely to be constructed within the viewshed of nine historic properties; however, these properties have no approved barrier directly adjacent to or in front of the property. Remaining historic properties have approved barriers in their vicinity, but views to or from them are obstructed by intervening buildings or vegetation.

**Table 1-1. Historic Properties and Approved Noise Barriers<sup>1</sup>**

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-1	<b>Synagogue for Congregation B’Nai Israel of Proviso</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R18	59	61	+2	B8	255 feet north of south rear elevation	Oriented south, away from I-290 and existing barrier	No changes in height or length to existing barrier. No new barrier to be implemented
1-36	<b>St. Eulalia Church</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R50	63	64	+1	B17	65 feet north of facade	Oriented north toward I-290 and barrier	Barrier likely to be implemented
1-3	<b>Park District of Forest Park</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R69	76	76	0	B27	165 feet north of north NRHP boundary, across I-290 from property	Park on south side of I-290; no barrier found reasonable here. Barrier B27 on north side of I-290, obstructed by dense vegetation along I-290 south right-of-way and CSX Railroad bridge. Park resources oriented to Harrison Street or each other within park setting	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented

<sup>1</sup> Based on the results of the viewpoint solicitation process (November 2016), these barriers were approved by the benefitted receptors and will likely be constructed as part of the proposed project. Approved barriers may be located in the viewshed of a historic property, but not directly adjacent or in front of that property.

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-5	<b>Hulbert Historic District</b> <i>NRHP-Eligible</i> <i>December 2013</i>	R79A	75	75	0	B31	185 feet southwest of southwest NRHP boundary	Majority of district's contributing properties located north of I-290, oriented east and west to each other and away from barrier	No barrier directly adjacent or along south district boundary. Closest barrier likely to be implemented
1-6	<b>Commercial Building at 841 South Oak Park Avenue</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R86	77	78	+1	B33	300 feet south of south side elevation, across I-290 from property	Building on north side of I-290; no barrier approved here. Barrier B33 on south side of I-290. Building oriented southeast to Harrison Street and South Oak Park Avenue intersection; south side elevation view to I-290	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented
1-7	<b>T.A. Holm Building</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R84	76	77	+1	B33	95 feet north of north side elevation	Intervening commercial buildings between property and I-290 to north	Barrier likely to be implemented
1-8	<b>Suburban Trust and Savings Bank Building</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R89	77	78	+1	B33	280 feet southwest of building's southwest corner, across I-290 from property	Proximate views to barrier southwest across I-290; oriented west to South Oak Park Avenue	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented
1-9	<b>Paulina Mansions</b> <i>NRHP-Eligible</i> <i>2012</i>	R92	75	76	+1	N/A	No barriers in vicinity of property	None	None

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-10	<b>Oak Park Conservatory</b> <i>NRHP-Listed 2005</i>	R93	75	77	+2	B36	355 feet northeast of building's northeast corner, across I-290 from the NRHP-listed property	East Avenue bridge partially obstructs proximate views northeast across I-290; oriented north to I-290	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented
1-16	<b>Maze Branch Library</b> <i>NRHP-Eligible September 2016</i>	R98	75	76	+1	B36	120 feet southwest and 170 feet south of south side elevation	Oriented east to residential neighborhood (Gunderson Historic District); trees on parcel and across Harrison Street partially obstruct views south to I-290	Barrier likely to be implemented
1-17	<b>Gunderson Historic District</b> <i>NRHP-Listed 2002</i>	R102	72	73	+1	B36 B38	150 feet south from Gunderson Avenue and 240 feet south from Ridgeland Avenue	Located north of I-290 and Harrison Street; contributing properties oriented east and west to each other, away from I-290; proximate views south obstructed by intervening vegetation and buildings	Barrier likely to be implemented
1-20	<b>Columbus Park</b> <i>NRHP-Listed 1991 Designated NHL 2003</i>	R126	72	70	-2	B40 B42 B44	90 feet southwest, 276 feet southeast, and 340 feet south and across I-290 from south NRHP boundary	Contributing park elements and buildings oriented to each other in park setting; intervening dense vegetation obstructs views south	No barrier directly adjacent or along south district boundary. Closest barriers likely to be implemented

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-21	<b>Assumption Greek Orthodox Church</b> <i>NRHP-Eligible September 2016</i>	R127A	70	71	+1	B44	425 feet south of south side elevation	Oriented east to Columbus Park; views directly south obstructed by adjacent multi-story Loretto Hospital.	No barrier directly adjacent or in front of property. Closest barrier likely to be implemented
1-26	<b>Garfield Park</b> <i>NRHP-Listed 1993</i>	R185	76	77	+1	B59 B60 B61 B62	Depending on location, between 50 to 100 feet south of park's south NRHP boundary and between 300 to 860 feet southeast of the park's southeast NRHP boundary	Largely located north and away from I-290; contributing park resources oriented to each other within park setting. Many contributing park resources located half mile or more away from I-290. Views to barriers obstructed by intervening vegetation and buildings	Closest barriers likely to be implemented
1-27	<b>The Chicago Park Boulevard System Historic District</b> <i>Pending NRHP Listing 2011</i>	R185	76	77	+1	B59	Boundaries along Independence Boulevard adjacent to barriers on north and south sides of I-290. Contributing properties between 130 and 285 feet south or north of barriers	Greater boundaries extend 26 miles throughout Chicago; small portion in I-290 Study Area and crosses I-290. Contributing resources near I-290 oriented east or west to each other. Proximate views to barriers partially obstructed by intervening buildings	Closest barriers likely to be implemented
R186		75	76	+1	B60				
R187		71	72	+1	B60				
R188		66	66	0	B60				
R191		67	68	+1	B61				
R194	65	65	0	B62					



Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-43	<b>First Church of the Brethren</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R198	78	79	+1	B62 B63	50 feet south and 85 feet southwest of south elevation	Oriented west to South Central Park Boulevard. I-290 within south and southwest viewshed	Barriers likely to be implemented
1-29	<b>Altgeld Park Fieldhouse</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R241A	68	68	0	B72	160 feet north of north side elevation	Oriented west to residential neighborhood, away from I-290. Intervening vegetation partially obstructs barrier from north side elevation	Barrier likely to be implemented
1-44	<b>Precious Blood Roman Catholic Church</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R244	75	75	0	B74	60 feet north and 145 feet northeast of north NRHP boundary	Oriented north toward I-290 with unobstructed views north and northeast	Barriers likely to be implemented
		R246	75	75	0	B75			
1-30	<b>Tri-Taylor Historic District</b> <i>NRHP-Listed 1983, 1988</i>	R248A	66	66	0	B75	30 feet north of north NRHP boundary and 40 feet north of nearest contributing building	Majority of district extends south of I-290; nearest contributing buildings oriented east or west to each other, away from I-290. Proximate views partially obstructed by intervening vegetation	Barrier likely to be implemented

Survey ID	Name and NRHP Status	Representative Receptor Number	Existing Noise Level in dB(A)	Calculated Build Noise Level in dB(A)	Change in Noise Level in dB(A)	Noise Barrier Number	Approximate Distance to Closest Noise Barrier(s)	Views to Noise Barrier	Barrier Likely to be Constructed
1-31	<b>Crane Technical High School</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R250	70	69	-1	B76 B80	105 feet southwest of building's southwest corner and 390 feet southeast of building's southeast corner	No barrier approved adjacent to building, which is oriented north and west away from I-290. Barriers southwest and southeast; views to barriers partially obstructed	No barrier directly adjacent or in front of property. Barriers likely to be implemented
1-32	<b>Louis Pasteur Memorial</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R262	73	73	0	B83	125 feet north of monument's north side	Oriented south to Cook County Hospital Administration Building; view north to I-290 from north side of monument	Barrier likely to be implemented
1-33	<b>Cook County Hospital Administration Building</b> <i>NRHP-Listed 2006</i>	R262	73	73	0	B83	415 feet north of north-facing facade	Oriented north to I-290 across landscaped block and Louis Pasteur Memorial	Barrier likely to be implemented
1-34	<b>Chicago and Midwest Regional Joint Board Building</b> <i>NRHP-Eligible</i> <i>September 2016</i>	R267	72	74	+2	B83	450 feet southwest of building's southwest corner, across I-290 from property	Building on north side of I-290, oriented west; no barrier found reasonable here. Barrier B83 on south side of I-290, blocked from view by intervening vegetation, South Ashland Avenue bridge	No barrier directly adjacent or in front of property. Barrier likely to be implemented

### **1.2.6.2 Construction Noise and Vibration**

Trucks and machinery used for construction produce noise which may affect some land uses and activities during the construction period. At varying times, during the construction phase of the proposed project, residents living adjacent to the I-290 corridor would experience perceptible construction noise. To minimize or eliminate the effect of construction noise on receptors, mitigation measures have been incorporated into IDOT's Standard Specifications for Road and Bridge Construction as Article 107.35.32.

The construction of the proposed project could result in temporary noise and vibration increases within and adjacent to the I-290 corridor. The noise and vibration would be generated primarily from trucks and heavy machinery used during construction and demolition. Any anticipated noise and vibration impacts likely would be confined to normal working hours, which are periods generally considered to be tolerant of noise and vibration. No adverse noise and vibration impacts are expected during construction, and construction methods that minimize the potential for noise and vibration impacts as well as monitoring of sensitive structures during construction will be specified as needed in subsequent phases.

Prior to construction, IDOT will implement an existing structure monitoring program. Existing conditions of buildings adjacent to or near the expressway (as identified in coordination with the local communities) will be documented prior to any project-related construction activity. Monitoring will continued for a period after construction to document any damages potentially related to the construction activities. IDOT will work with the communities to develop a scope of work for the overall monitoring program.

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## 2.0 Efforts to Identify Historic Properties

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Per Section 106 requirements, the lead Federal agency, in consultation with the State Historic Preservation Officer (SHPO), develops the APE, identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require the lead Federal agency consult with the SHPO and identified parties with an interest in historic resources during planning and development of the proposed project. The ACHP may or may not participate in the consultation. The ACHP, if participating, and SHPO are provided an opportunity to comment on the proposed project and its effects on historic properties. They participate in development of a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a MOA or a PA must be implemented.

If a NHL is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. The ACHP regulations require that the National Park Service (NPS), an agency of the US Department of the Interior, be notified and invited to participate in the consultation involving NHLs. Columbus Park is the only NHL located within the APE for the I-290 Eisenhower Expressway project.

### 2.1 Area of Potential Effects

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The APE is defined in 36 CFR 800.16 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 was defined to include the I-290 interstate right-of-way, cross streets and railroad crossings with planned improvements, and at least one tax parcel adjacent to the interstate and those cross streets. In general, the buildings immediately adjacent to the interstate obstruct views to and from the project for the second row of buildings and beyond, acting as a physical buffer. However, in some areas, the APE boundary extends greater than one tax parcel to account for vacant parcels and viewshed considerations. Generally, no potential for indirect effects (i.e., noise, visual, atmospheric) is anticipated to properties located beyond one tax parcel.

FHWA provided the APE boundary and supporting documentation to the Illinois SHPO for review on December 18, 2015. The SHPO concurred with the APE boundary in a letter dated February 5, 2016. Maps depicting the APE, the project corridor and Preferred Alternative, and NRHP-listed or eligible historic properties are appended to this report (Appendix A).

## 2.2 Identification of Historic Properties

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Historic properties are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. The Criteria state that the quality of significance in American history, architecture, archaeology, 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 that:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Built historic resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven aspects of integrity to determine if it conveys historic significance: location, design, setting, materials, workmanship, feeling, and association. If a property possesses historic significance under one or more Criteria and retains integrity to convey its significance, the property was determined eligible for the NRHP during the Section 106 historic properties identification process of this project.

Within the I-290 APE, architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards conducted an intensive-level survey of 46 resources 50 years or older that were previously identified by IDOT-BDE cultural resources staff as listed in or potentially eligible for inclusion in the NRHP. Of this number, the architectural historians photographed nine historic properties already listed in the NRHP, pending NRHP designation, or previously determined NRHP-eligible by the SHPO to document their state at the time of survey. These include, from west to east:

- Hulbert Historic District roughly bounded by Madison and Harrison Streets, and Clinton and Kenilworth Avenues, Oak Park (Survey ID 1-5), previously determined NRHP-eligible under Criterion A for its association with community planning and subdivision development by Thomas Henry Hulbert, and under Criterion C for its collection of early twentieth-century Queen Anne-style and American Foursquare houses with Craftsman and Prairie-style influences;
- Paulina Mansions at 901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park (Survey ID 1-9), previously determined NRHP-eligible under Criterion C as

- a good example of an early twentieth-century Tudor Revival-style, S-shaped courtyard apartment building in Oak Park;
- Oak Park Conservatory at 615 Garfield Street, Oak Park (Survey ID 1-10), NRHP-listed under Criterion A for its association with the development and maturation of the parks movement and preservation of open space in suburban developments in Oak Park, and under Criterion C as a rare example of a Victorian-era glass-and-steel-greenhouse design in Illinois;
  - Columbus Park at 500 South Central Avenue, Chicago (Survey ID 1-20), NRHP-listed under Criterion A for its association with social and recreational history, and under Criterion C as the masterpiece of Jens Jensen reflecting the mature expression of his Prairie-style philosophies in landscape architecture and programming components, and designated a National Historic Landmark under NHL Criterion 4 as an exceptionally important work of design;
  - Gunderson Historic District roughly bounded by Madison, Harrison, and Gunderson Streets, and South Ridgeland Avenue, Oak Park (Survey ID 1-17), NRHP-listed under Criterion A for its association with community planning and subdivision development efforts undertaken by the S.T. Gunderson and Sons firm, and under Criterion C for its uniformly designed collection of early twentieth-century American Foursquare houses with Colonial Revival, Craftsman, and Prairie-style influences;
  - Garfield Park at 100 North Central Park Avenue, Chicago (Survey ID 1-26), NRHP-listed under Criterion A for its association as one of three original parks of the West Park Commission that continually accommodated changing recreational and cultural needs of the community, and under Criterion C for its significant landscape design and architectural history by William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen;
  - The Chicago Park Boulevard System Historic District that includes approximately 26 miles of parks and boulevards from the southeast part of Chicago at Dr. Martin Luther King, Jr. Drive, west, north, and back east, to the eastern end of Logan Boulevard, Chicago. The system consists of 8 parks, 19 boulevards, and 6 squares (Survey ID 1-27), pending listing in the NRHP under Criterion A for its association with community planning and development as the first major comprehensively designed system in the country and the creation of Chicago's neighborhoods in the late nineteenth century, and under Criterion C for its examples of high-quality late nineteenth- and early twentieth-century architecture along the boulevards and associated parks;
  - Tri-Taylor Historic District roughly bounded by Oakley, Harrison, and Claremont Streets on the north and Taylor and Oakley Streets on the southeast, Chicago (Survey ID 1-30), NRHP-listed under Criterion A for its association with immigrant-developed neighborhoods on the Near West Side after the 1871 Chicago Fire, and its late nineteenth- and early twentieth-century residential urban architecture; and

- Cook County Hospital Administration Building at 1835 West Harrison Street, Chicago (Survey ID 1-33), NRHP-listed under Criterion A for its association with the history of medicine, medical education, and public health in Chicago; its importance to immigrant, minority, and poor populations; and as the site of numerous important medical breakthroughs. Also NRHP-listed under Criterion C for its Beaux Arts-style architecture.

The remaining 37 historic resources (i.e., meeting the 50-year age criterion) identified by the architectural historians were evaluated for NRHP eligibility by conducting additional research and applying the NRHP criteria. Individual determinations of NRHP eligibility were completed and documented in the *Section 106 Historic Properties Identification Report* (March 2016) and the *Section 106 Historic Properties Identification Addendum Report* (May 2016). As a result of identification and evaluation efforts for this project, 14 individual historic properties and no historic districts within the APE were determined eligible for inclusion in the NRHP. These findings were provided to the SHPO and Section 106 consulting parties for review and comment. The SHPO concurred with these findings in letters dated May 27, 2016, and September 22, 2016. The 14 NRHP-eligible historic properties include, from west to east:

- Synagogue for Congregation B’Nai Israel of Proviso at 10216 Kitchner Street, Westchester (Survey ID 1-1), recommended NRHP-eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic synagogue;
- St. Eulalia Church at 1851 South 9<sup>th</sup> Avenue, Maywood (Survey ID 1-36), NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of Neo-Formalism applied to a religious building;
- Park District of Forest Park at 7441 Harrison Street, Forest Park (Survey ID 1-3), NRHP-eligible under Criterion A for its association with the Works Progress Administration (WPA) and recreation in Forest Park, and under Criterion C for its original design form, features, and buildings;
- Commercial Building at 841 South Oak Park Avenue, Oak Park (Survey ID 1-6), NRHP-eligible under Criterion C as a good example of an early twentieth-century Beaux Arts-style commercial building in Oak Park;
- T.A. Holm Building at 905 South Oak Park Avenue, Oak Park (Survey ID 1-7), NRHP eligible under Criterion A for its association with the local success of the T.A. Holm & Co. Realtors in Oak Park, under Criterion B for its association with the productive life of T.A. Holm, and under Criterion C as a good example of an early twentieth-century Classical and Art Deco-style terra cotta-clad commercial building in Oak Park;
- Suburban Trust and Savings Bank Building at 840 South Oak Park Avenue, Oak Park (Survey ID 1-8), NRHP-eligible under Criterion C as a good example of an early twentieth-century Neoclassical-style bank building in Oak Park;
- Maze Branch Library at 845 Gunderson Avenue, Oak Park (Survey ID 1-16), NRHP-eligible under Criterion A for its association with post-Depression and



New Deal-era neighborhood branch library construction, under Criterion B for its association with local librarian Adele H. Maze, and under Criterion C as a good example of Revivalist library architecture by local architect Elmer C. Roberts in Oak Park;

- Assumption Greek Orthodox Church at 601 South Central Avenue, Chicago (Survey ID 1-21), NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of the Byzantine architectural style by local master architect Peter E. Camburas;
- First Church of the Brethren at 425 South Central Park Boulevard, Chicago (Survey ID 1-43), NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of an expert interpretation of Tudor Revival architectural forms and ornamentation integrated into a religious building;
- Altgeld Park Fieldhouse at 515 South Washtenaw Avenue, Chicago (Survey ID 1-29), NRHP-eligible under Criterion A for its association with innovative early twentieth-century trends in recreation, and under Criterion C as a good example of a Classical Revival-style public building constructed for a neighborhood park in Chicago;
- Precious Blood Roman Catholic Church at 2401 West Congress Parkway, Chicago (Survey ID 1-44), NRHP-eligible under Criterion C and Criteria Considerations A and B as a collective significant example of a purpose-built religious institution intended to provide space for worship and education and a Mediterranean Revival-style rectory;
- Crane Technical High School at 2301 West Jackson Boulevard, Chicago (Survey ID 1-31), NRHP-eligible under Criterion A for its association with the trend toward vocational schools in the early twentieth century in Chicago, and under Criterion C as an example of Neoclassical-style school architecture;
- Louis Pasteur Memorial at 1800 West Harrison Street, Chicago (Survey ID 1-32), NRHP-eligible under Criterion C and Criteria Considerations B and F as an excellent and rare example of master sculptor Leon Hermant's work in Chicago; and
- Chicago and Regional Midwest Joint Board Building at 333 South Ashland Avenue, Chicago (Survey ID 1-34), NRHP-eligible under Criterion A for its association with the critical growth of unions in 1920s Chicago, and under Criterion C as an example of Art Deco-style architecture designed by local architect Walter W. Ahlschlager in Chicago.

## 2.3 Consultation

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FHWA and IDOT identified organizations with an interest in cultural resources in the project vicinity and invited them to participate as consulting parties, consistent with the Section 106 implementing regulations. This included the Illinois SHPO and 24 additional agencies and organizations. Of that number, ten accepted consulting party status, including the Chicago Department of Transportation, City of Chicago Historic

Preservation District/Commission on Chicago Landmarks, DuPage County, Friends of the Parks, Historical Society of Oak Park and River Forest, Landmarks Illinois, Oak Park Conservatory – Park District of Oak Park, Oak Park Township, Village of Hillside, and Village of Oak Park. FHWA also identified federally recognized American Indian tribes with potential interests in the APE and invited eight tribal governments to participate in the Section 106 process; none accepted consulting party status.

In consultation with FHWA and IDOT, the project architectural historians met with the SHPO and consulting parties to discuss and provide comments on the Section 106 findings of NRHP eligibility determinations and proposed effects assessment methodology.

### **2.3.1 SHPO Meeting and Field Review**

On March 30, 2016, FHWA and IDOT held a meeting and field review of the Project Corridor for federal and state agency representatives. Attendees included staff from FHWA, US Environmental Protection Agency (EPA), SHPO/IHPA, IDOT-BDE, IDOT District 1, and the Project Team. The purpose of the meeting was to provide a briefing on the status of the study and design development; and to review corridor field conditions focusing on Section 106 properties and environmental justice communities along the Project Corridor. The field visit included stops at many of the historic properties evaluated in the *Section 106 Historic Properties Identification Report* (March 2016). SHPO/IHPA staff provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated, and potential project effects to historic properties. A list of meeting participants and a meeting summary is included in Appendix B.

### **2.3.2 Consulting Parties Meeting – Eligibility Determinations**

On August 11, 2016, the Project Team held a meeting with the Section 106 consulting parties to discuss the identification and evaluation of historic properties for the I-290 Study as discussed in the *Section 106 Historic Properties Identification Report* (March 2016) and *Section 106 Historic Properties Identification Addendum Report* (May 2016). The Project Team provided an overview of the Project Corridor and schedule, the Preferred Alternative, and the Section 106 review process and the role of consulting parties in that process. An overview of the identification and evaluation of historic properties and the proposed effects assessment methodology was also provided. Consulting parties' comments and discussion focused on the NRHP eligibility recommendations of individual properties contained in the reports, the process for delineating the APE, and potential effects to historic properties from proposed improvements, including noise walls. A list of meeting participants and a meeting summary is included in Appendix B.

## 3.0 Effects Assessment Methodology

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This section discusses the effects assessment methodology used to evaluate project effects to NRHP-listed or eligible historic properties in the APE. This methodology was developed based on the criteria of adverse effect and consideration of each property's historic significance, relevant aspects of integrity, and historically significant viewsheds.

### 3.1 Criteria of Adverse Effect

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Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

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 are identified in 36 CFR 800.5 and include, but are not limited to, 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; and
- 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* (NPS 1997), the following findings are used to assess project effects to individual historic properties and make an overall project finding of effect:

- **No Effect:** Per 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:** Per 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:** An adverse effect is determined if the undertaking would alter a characteristic that qualifies that historic property for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

In evaluating the Preferred Alternative’s potential effects to historic properties along the I-290 corridor, it is important to note that no historic properties will be taken as a result of the project because the project largely occurs within the existing footprint of the I-290 corridor, existing crossroads, or railroad rights-of-way. Additionally, with the exception of Columbus Park, no proposed project work will occur within any historic property boundaries and no effect is anticipated to the integrity of location, design, workmanship, or materials for those properties. No direct effects to historic properties are anticipated.

Consequently, the Section 106 effects assessment methodology focuses on the indirect effects to historic properties due to changes in traffic noise and the introduction of visual project components in their vicinity, such as approved noise barriers, and the degree to which these changes may diminish a historic property’s integrity of setting, feeling, and/or association and alter the characteristics that qualify it for inclusion in the NRHP.

### 3.2 Historic Significance and Integrity

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When evaluating potential project effects to historic properties, it is critical to understand a property’s historical significance and determine its character-defining features and those aspects of integrity that are most relevant to conveying its historic significance. Crucial information on integrity assessments (used for NRHP eligibility determinations) provides insight regarding what each aspect of integrity entails and how each aspect relates to the select NRHP criteria for eligibility. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

As described in the criteria of adverse effect, retention of relevant aspects of integrity is critical to conveying a property's significance under the NRHP Criteria for Evaluation. NRHP bulletins do not address assessments of effects, as effects evaluations are related to the Section 106 process and not the Section 110 process in which the NRHP guidance is more commonly used.

### 3.2.1 Aspects of Integrity

The National Register Bulletin *How to Apply the National Register Criteria for Evaluation* identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

1. **Location is the place where the historic property was constructed or the place where the historic event occurred.** The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.
2. **Design is the combination of elements that create the form, plan, space, structure, and style of a property.** It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

3. **Setting is the physical environment of a historic property.** Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is

positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

4. **Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.** The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.
5. **Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.** It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.
6. **Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.** It results from the presence of physical features that, taken together, convey the property's historic character.
7. **Association is the direct link between an important historic event or person and a historic property.** A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

### **3.2.2 Determining Relevant Aspects of Integrity to Historic Significance**

According to guidance found in *How to Apply the National Register Criteria for Evaluation*, certain aspects of integrity may be more important than others in expressing a property's historic significance depending on the type of property. By determining which aspects of integrity are more relevant than others to a property's historic significance, the degree to which a project may affect a historic property can be evaluated to determine whether those potential effects are adverse or not.

For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important to the significance as location, setting, feeling, or association.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. However, location and setting will be important for those properties whose design is a reflection of their immediate environment, such as designed landscapes.

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

### **3.2.3 Integrity of Setting and Effects Assessments**

Because of common misunderstandings regarding the application of the Section 106 criteria of adverse effects to historic properties, it is important to clarify that while project components may be visible from a historic property, may obstruct views to or from that property, and/or may affect one or more aspects of integrity, this does not necessarily constitute an adverse effect to a historic property, though it may change a property's setting. A project component may change or affect a property's setting because it did not previously exist; however, if that change or effect does not alter the characteristics that qualify it for inclusion in the NRHP, then the change or effect is not considered adverse and the Section 106 finding would be no adverse effect. Factors considered for historic properties that fall into this category include: 1) proximity of

proposed project components to the historic property, 2) the presence of any historically significant viewsheds that remain, and 3) the overall importance of integrity of setting to the historic property's significance, as described in Section 3.2.2.

A historically significant viewshed is the geographic area that is visible from a property and contributes to an understanding of the property's historic significance as conveyed through its integrity of setting, feeling, and association. Depending on the historic property, the I-290 expressway may be a part of the property's viewshed but it does not contribute to an understanding of its historical significance. Each property's historically significant viewshed is determined and supported by a field review and/or prior documentation, such as NRHP nominations and determinations of eligibility completed by others, as well as NRHP determinations of eligibility completed for this project. It is possible that prior non-project-related changes have altered these viewsheds since the original NRHP nominations or eligibility determinations were completed.

Information available for each historic property is reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, are historically significant and contribute to the property's NRHP eligibility. Using the same information, a determination is made regarding which aspects of integrity are most critical to conveying a historic property's significance and NRHP eligibility based on field review and/or prior documentation. If a property does not retain integrity of setting and/or it is not as relevant as other aspects to conveying a property's historic significance and character-defining features, then the introduction of visual project components into its viewshed and setting would likely not appreciably diminish the property's integrity of setting and would not result in an adverse effect.

### **3.2.4 Integrity of Setting along the I-290 Corridor**

Railroad and interurban railways were historically part of the I-290 corridor's urban and suburban landscape, contributing to the growth of western Chicago and the suburban communities of Oak Park, Forest Park, Maywood, Westchester, and Hillside throughout the late nineteenth and early twentieth centuries. This originally included the Garfield Park "L" through the established communities of Chicago, Oak Park, and Forest Park; the Chicago, Aurora and Elgin (CA&E) railway through Oak Park, Forest Park, and the very eastern portion of Maywood; and the Baltimore & Ohio Chicago Terminal Railroad through Oak Park and a portion of Forest Park. No previous historical transportation use existed west of Maywood. However, the original right-of-way for these transportation uses was much narrower, typically ranging from approximately 80 to 300 feet, and their presence less obtrusive to the surrounding landscape due to the predominant use of at-grade track and roadway.

When construction of the I-290 Eisenhower Expressway began in the early 1950s, the amount of right-of-way required for the undertaking exceeded the existing transportation corridor's right-of-way. In some areas, the proposed interstate alignment was routed a block or more away from the existing transportation corridor right-of-way and through established neighborhoods; this primarily occurred in Chicago. The undertaking required the demolition of more than 2,000 individual buildings or



structures throughout the corridor, which included entire residential and commercial blocks in some areas for new or additional expressway right-of-way, as well as moving three Forest Park cemeteries and taking a portion (9 acres) of Columbus Park. In addition to the widespread demolition, the Garfield Park "L" was temporarily rerouted and replaced by the CTA Blue Line in the expressway median; the rail lines were rerouted or elevated; and large sections of the new interstate right-of-way were depressed, placing the I-290 corridor below grade of its surrounding communities.

The scope and scale of the expressway's construction was such that it physically bisected and altered the corridor's urban and suburban landscape. The readily apparent changes included the residential and commercial displacements, the scale of earthwork associated with depressing the roadway below grade, and the attendant changes in traffic patterns, noise levels, and lighting. For many properties adjacent to the expressway, this substantially changed their setting and views to and from those properties.

Since the expressway was built prior to the enactment of the National Historic Preservation Act (1966), it predates the NRHP nominations of many historic properties in its vicinity. Consequently, for these pre-expressway historic properties, integrity of setting may not be considered as important as the other aspects of integrity to conveying their historical significance and character-defining features; they retain historical significance despite the diminishment of their integrity of setting by the expressway. Views to these historic properties from the expressway are not historically significant views and do not contribute to an understanding of that property's significance and character-defining features. Similarly, historic properties built after the expressway's construction likely retain integrity of setting because the setting has always included the expressway, though, the integrity of setting may not be as important as other aspects of integrity to conveying their historical significance.

### 3.3 Cumulative Effects

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Indirect and cumulative effects to historic properties have also been considered. This may include reasonably foreseeable land use changes or cumulative visual effects, where the visual effect to a historic property is successively degraded by changes to its environment resulting in a cumulative adverse effect to its integrity of setting.

The Preferred Alternative would add project components to the setting and viewshed of historic properties in the APE, representing a change to the setting. However, this change would not further degrade integrity of setting for some of the historic properties because they no longer retain integrity of setting and more changes to the setting would not further diminish integrity since it no longer exists. While the integrity of setting for historic properties that retain that aspect may be diminished by the introduction of project components into their setting, the degree to which this change affects the historic property would not be adverse because setting is not as relevant to conveying historical significance or character-defining features.

### 3.4 Planning to Minimize Effects and Future Project Refinements

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Findings of adverse effect to historic properties require that efforts to resolve such effects must be undertaken as required by 36 CFR 800.6. Such efforts may include developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects. Throughout the course of the project, planners and design staff were made aware of the historic and architectural significance of the historic properties within the APE. Based on the evaluations contained in this report, as well as project requirements and other planning and environmental constraints, project planners and designers have made all possible efforts to avoid or minimize adverse effects to historic properties.

Future project refinements and/or changes that would affect determinations made in this report will be coordinated with the SHPO through appropriate documentation (supplemental reports and/or technical memoranda) and continue to comply with Section 106 as the project details become available. All such documentation will also be provided to consulting parties for comment.

## 4.0 Effects to NRHP-Listed or Eligible Properties

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This section evaluates the effects of the Preferred Alternative to each historic property and provides FHWA's effects finding for the I-290 Eisenhower Expressway.

To determine if any historic properties within the project's APE would be affected by the Preferred Alternative, documentation was reviewed for each NRHP-listed or eligible property in the APE; project 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 Preferred Alternative would alter any historically significant characteristics or features and aspects of integrity of each historic property by diminishing those features and relevant aspects of that property's historic integrity.

Table 4-1 summarizes the effect assessments for each NRHP-listed or eligible historic property in the APE. Detailed effects assessments and viewshed photographs of each historic property follow in Section 4.3. Maps showing each historic property boundary, their NRHP status and effect assessment finding, and the location of approved noise barriers are located in Appendix A.

### 4.1 Direct and Indirect Effects to Historic Properties

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Upon reviewing the project plans in the vicinity of each historic property, it was determined that no project activity is proposed within the NRHP boundaries of 22 of the 23 NRHP-listed or eligible historic properties in the APE. Therefore, no direct physical impacts to those 22 historic properties would occur and no effects to their integrity of location, design, materials, and workmanship would occur. Project activity is proposed within the NRHP boundary of Columbus Park and an evaluation of the effects to its integrity of location, design, materials, and workmanship is included in Section 4.12.

The individual effects assessments, consequently, focused on those indirect effects which would be anticipated to historic properties. In this regard, changes were considered in traffic noise and the introduction of visual project components in their vicinity, such as approved noise barriers. The evaluation has taken into account the degree to which these changes may diminish their integrity of setting, feeling, and/or association and alter the characteristics that qualify it for inclusion in the NRHP.

For the purposes of this evaluation, one of IDOT's common wall types was used to assess the potential effects of the approved noise barriers in the vicinity of historic properties, as shown in Figure 4-1. The approved noise barriers would be implemented as a minimization measure to perceptibly lower projected roadway noise levels, as determined through the viewpoint solicitation process. It is noted that the final wall aesthetic characteristics will be identified in Phase 2 of the project, with public and local agency input, and the example shown in Figure 4-1 is a baseline aesthetic condition.

Depending on their location, the noise barrier heights vary between an average height of 9 feet and 19 feet and barrier lengths vary between 589 feet and 3,254 feet. Each individual historic property assessment provides the height of the noise barrier to be implemented in its vicinity.

**Figure 4-1. IDOT Frequently Used Wall Type**



Based on current information and the technical study data in Section 3.0 of the DEIS, the Preferred Alternative would have no vibratory or atmospheric impacts to any of the historic properties in the APE. Temporary construction-related noise and vibration increases within and adjacent to the I-290 corridor are not anticipated to have an adverse effect to historic properties because minimization measures would be implemented to minimize or eliminate those effects prior to and during construction. Minimization measures include construction methods that minimize the potential for construction-related noise and vibration effects as well as monitoring of sensitive structures, such as historic properties, during construction.

IDOT will implement an existing structure monitoring program that will begin prior to construction of the Preferred Alternative. Existing conditions of buildings adjacent to or near the expressway (as identified in coordination with the local communities) will be documented prior to any project-related construction activity. Monitoring will continue for a period after construction to document any damages potentially related to the construction activities. IDOT will work with the communities to develop a scope of work for the overall monitoring program.

## 4.2 Effects Findings

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Based on current project information and technical study data, the I-290 Preferred Alternative would have no effect to six historic properties: Synagogue for Congregation B’Nai Israel of Proviso, T.A. Holm Building, Paulina Mansions, Louis Pasteur Memorial, Cook County Hospital Administration Building, and Chicago and Regional Midwest Joint Board Building. The I-290 Preferred Alternative would have no adverse effect to seventeen historic properties:




- St. Eulalia Church
- Park District of Forest Park
- Hulbert Historic District
- Commercial Building at 841 South Oak Park Avenue
- Suburban Trust and Savings Bank Building
- Oak Park Conservatory
- Maze Branch Library
- Gunderson Historic District
- Columbus Park
- Assumption Greek Orthodox Church
- Garfield Park
- The Chicago Park Boulevard System Historic District
- First Church of the Brethren
- Altgeld Park Fieldhouse
- Precious Blood Roman Catholic Church
- Tri-Taylor Historic District
- Crane Technical High School

Therefore, FHWA has made an effect determination of **no adverse effect** for the I-290 Eisenhower Expressway.

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Table 4-1. Historic Properties within the I-290 Eisenhower Expressway APE




Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-1	<b>Synagogue for Congregation B’Nai Israel of Proviso</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No effect	No effect	No effect	No effect	No effect	
1-36	<b>St. Eulalia Church</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-3	<b>Park District of Forest Park</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No effect	No effect	No effect	No effect	No effect	




Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-5	<b>Hulbert Historic District</b> <i>NRHP-Eligible</i> <i>December 2013</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-6	<b>Commercial Building at 841 South Oak Park Avenue</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-7	<b>T.A. Holm Building</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No effect	No effect	No effect	No effect	No effect	






Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-8	<b>Suburban Trust and Savings Bank Building</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-9	<b>Paulina Mansions</b> <i>NRHP-Eligible 2012</i>	No effect	No effect	No effect	No effect	No effect	No effect	No effect	
1-10	<b>Oak Park Conservatory</b> <i>NRHP-Listed 2005</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	



Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-16	<b>Maze Branch Library</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-17	<b>Gunderson Historic District</b> <i>NRHP-Listed 2002</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-20	<b>Columbus Park</b> <i>NRHP-Listed 1991</i> <i>Designated NHL 2003</i>	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	No adverse effect: No direct effect to property or adverse effect to integrity.	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-21	<b>Assumption Greek Orthodox Church</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-26	<b>Garfield Park</b> <i>NRHP-Listed 1993</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-27	<b>The Chicago Park Boulevard System Historic District</b> <i>Pending NRHP Listing 2011</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-43	<b>First Church of the Brethren</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-29	<b>Altgeld Park Fieldhouse</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-44	<b>Precious Blood Roman Catholic Church</b> <i>NRHP-Eligible</i> <i>September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	



Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-30	<b>Tri-Taylor Historic District</b> <i>NRHP-Listed 1983, 1988</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-31	<b>Crane Technical High School</b> <i>NRHP-Eligible September 2016</i>	No effect	No effect	No adverse effect: No direct effect to property or adverse effect to integrity.	No effect	No effect	No effect	No effect	
1-32	<b>Louis Pasteur Memorial</b> <i>NRHP-Eligible September 2016</i>	No effect	No effect	No effect	No effect	No effect	No effect	No effect	

Survey ID	Name and NRHP Status	Determination of Effect							Photograph
		Location	Design	Setting	Materials	Workmanship	Feeling	Association	
1-33	<b>Cook County Hospital Administration Building</b> <i>NRHP-Listed 2006</i>	No effect	No effect	No effect	No effect	No effect	No effect	No effect	
1-34	<b>Chicago and Midwest Regional Joint Board Building</b> <i>NRHP-Eligible September 2016</i>	No effect	No effect	No effect	No effect	No effect	No effect	No effect	

## 4.3 Individual Effects Assessments

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This section contains the individual effects assessments for each of the 23 NRHP-listed or eligible historic properties within the APE. Detailed effects assessments and viewshed photographs of each historic property are included in each evaluation.

### 4.3.1 Synagogue for Congregation B’Nai Israel of Proviso

See Appendix A and Figure 4-2

#### 4.3.1.1 *Historic Significance*

The Synagogue for Congregation B’Nai Israel of Proviso is eligible for listing in the NRHP under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue. It was constructed in 1962 and designed by local architectural firm, A.L. Salzman and Sons. Located within a residential mid-twentieth-century Westchester neighborhood, the former synagogue building is oriented south toward Gladstone Park and surrounded by modest houses to the east and west. To the north, there is an existing noise barrier located along the property’s north NRHP boundary, blocking views to and from the I-290 expressway and CTA Congress Line.

The building is historically significant for its parabolic shape representative of the Exaggerated Modern style; its integrity of design, workmanship, materials, feeling, and association are important to expressing that significance and its character-defining features. The building retains moderate integrity of design and workmanship through its parabolic sanctuary form and wings; its integrity of materials has been diminished by replacement vinyl siding covering the original sanctuary windows and replacement windows on the wings. The building retains its integrity of feeling as an Exaggerated Modern parabolic-shaped synagogue and its association with that style. The building was constructed after the expressway was completed and retains its integrity of location and setting, which to a lesser extent, contribute to the property’s character-defining features.

#### 4.3.1.2 *Preferred Alternative in Vicinity of Property*

Near the Synagogue for Congregation B’Nai Israel of Proviso, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way is required in this area. The existing interstate right-of-way and existing noise barrier are located adjacent to the property’s north NRHP boundary and approximately 250 feet north of the building’s north rear elevation.

The existing noise barrier (B8) is located along the south interstate right-of-way between the property and the Preferred Alternative. Per the traffic noise studies, there would be an increase in traffic noise levels in this area with the Preferred Alternative, as shown in

Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +2 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. The noise abatement analysis concluded that no new or additional noise barriers would be implemented in this area and the existing barrier (B8) would remain in place with no height increase.

#### **4.3.1.3 Effects Assessment**

Project implementation would have no effect to the Synagogue for Congregation B’Nai Israel of Proviso’s integrity of setting. The +2 dB(A) increase in traffic noise levels represents an auditory change to the property’s setting; however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property’s integrity of setting or its ability to convey its historic significance.

The Preferred Alternative’s additional mainline travel lanes would be located within the existing I-290 right-of-way, which is obstructed from view by the existing noise barrier. The building is also oriented south toward Kitchner Street and Gladstone Park, away from I-290 and the Preferred Alternative. I-290 is not visible from the property, and therefore, the Preferred Alternative would not be visible from the property. Further, setting is not a contributing factor to the property’s historical significance and character-defining features, and no historically significant viewsheds would be altered or obstructed. Because no views would be obscured, no visual effects to the property were identified. Therefore, the Preferred Alternative would have no effect to the property’s integrity of setting.

No project activity would alter the property’s feeling as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue or its association with that style. Therefore, project implementation would have no effect to the property’s integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Synagogue for Congregation B’Nai Israel of Proviso.



**Figure 4-2. Synagogue for Congregation B’Nai Israel of Proviso**



View north to Synagogue for Congregation B’Nai Israel of Proviso (at left) and I-290 Preferred Alternative and existing noise barrier (at center, behind building) from Kitchner Street.

### **4.3.2 St. Eulalia Church**

See Appendix A and Figure 4-3 to Figure 4-5

#### **4.3.2.1 Historic Significance**

St. Eulalia Church is eligible for listing in the NRHP under Criterion C and Criteria Consideration A as an excellent example of Neo-Formalism applied to a religious building. It was constructed in 1964 and designed by local architectural firm, Gaul & Voosen. The firm specialized in designing sacred buildings; during the mid-twentieth century, they skillfully interpreted Neo-Formalism, Expressionism, and the International Style for church designs. Located within an early twentieth-century residential Maywood neighborhood, the church faces north across Bataan Drive with a partially obstructed view toward I-290, which is depressed below grade in this area; vegetation and a chain-link fence along the right-of-way partially blocks views. Modest houses are located to the east and west. An entrance ramp to the expressway is located near the building's northeast corner.

The building is historically significant for its design that exemplifies Neo-Formalist design principles; its integrity of design, workmanship, materials, feeling, and association are important to expressing that significance and its character-defining features. The building retains a high level of integrity of design, workmanship, materials, feeling, and association. The building was constructed after the expressway was completed and retains its integrity of location and setting, which to a lesser extent, contribute to the property's character-defining features. The expressway is a part of the property's original overall setting, though it is not as important to conveying the property's historic significance as its integrity of design, workmanship, materials, feeling, and association, or its original setting within its historic boundary.

#### **4.3.2.2 Preferred Alternative in Vicinity of Property**

Near St. Eulalia Church, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way is required in this area. The existing interstate right-of-way is located north of the property's north NRHP boundary across Bataan Drive, approximately 65 feet north of the building's north-facing facade.

Bataan Drive serves as a frontage road to the expressway. The road and sidewalk would be reconstructed in place in front of the building. No new right-of-way is required for the frontage road reconstruction; however, a temporary easement along the property's north boundary is required for the sidewalk reconstruction during construction. Additionally, the South 9<sup>th</sup> Avenue bridge would be reconstructed over I-290; no new right-of-way or temporary or permanent easements are required for the bridge reconstruction.

Per the traffic noise studies, there would be an increase in traffic noise levels near St. Eulalia Church with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. The noise abatement analysis concluded that two 15-foot noise barriers (B16 and B17) in the vicinity of the building were feasible and reasonable. Both were approved to be implemented through the viewpoint solicitation process. The B17 noise barrier would be located approximately 65 feet north and directly in front of the building, across Bataan Drive and along the existing south I-290 right-of-way between South 5<sup>th</sup> and South 9<sup>th</sup> Avenues. Northwest of the building, between South 9<sup>th</sup> and South 17<sup>th</sup> Avenues, the B16 noise barrier would be located approximately 110 feet northwest, across the Bataan Drive and South 9<sup>th</sup> Avenue intersection and along the existing south I-290 right-of-way.

#### **4.3.2.3 Effects Assessment**

Project implementation would not adversely affect St. Eulalia Church's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of St. Eulalia Church, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be located within the existing I-290 right-of-way, which is depressed below grade in this area and partially blocked by existing vegetation. The frontage road, Bataan Drive, and the sidewalk would be reconstructed in place directly in front of the building. To the northwest, the South 9<sup>th</sup> Avenue bridge would also be reconstructed in place. Although the additional mainline travel lanes may be visible from some portions of the building, primarily the north-facing facade, the I-290 expressway has always been a part of the property's setting and the additional travel lanes would not represent a substantial change to its setting or any historically significant viewsheds. Additionally, reconstruction of Bataan Drive and the South 9<sup>th</sup> Avenue bridge would not substantially alter the integrity of setting because it would occur within the existing right-of-way and be reconstructed with similar materials and configuration. Although a temporary easement along the property's north boundary would be required during construction for the sidewalk replacement, this change to the property would be temporary in nature. The grass adjacent to the sidewalk would be temporarily removed for construction of the new sidewalk; no trees or plantings would be removed from the property. The property would be returned to its original appearance once the sidewalk replacement is completed. The temporary easement would not adversely affect the property's integrity of setting or character-defining features.

The noise barriers would be visible from the building's north-facing facade and portions of its east and west side elevations, obstructing views to and from the property. Although the approved noise barriers would represent a visual change to the property's

setting and historically significant viewsheds, they are located outside of the historic property boundary and setting is not as important to conveying the property's significance and character-defining features under Criterion C as its integrity of design, workmanship, materials, feeling, and association. Therefore, the barriers would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of Neo-Formalism applied to a religious building or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

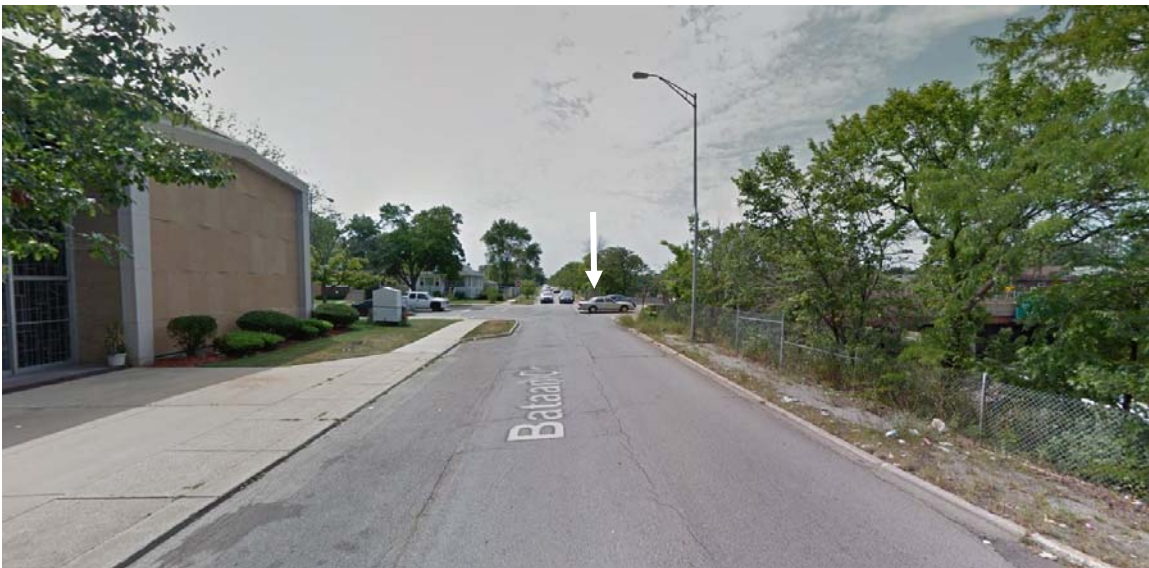
Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to St. Eulalia Church.

**Figure 4-3. St. Eulalia Church**



View east along Bataan Drive (frontage road) to I-290 Preferred Alternative (at left), B17 noise barrier location (at left, center along existing fence), entrance ramp (at center), and north-facing facade (at right) from South 9<sup>th</sup> Avenue.

**Figure 4-4. St. Eulalia Church**



View west along Bataan Drive (frontage road) toward South 9<sup>th</sup> Avenue (at center), north-facing facade (at left), and I-290 Preferred Alternative (at right). B17 noise barrier location at right, along existing fence, and B16 noise barrier location across South 9<sup>th</sup> Avenue (arrow location, at center).



**Figure 4-5. St. Eulalia Church**



View north along South 9<sup>th</sup> Avenue toward Bataan Drive (frontage road) intersection (at center), South 9<sup>th</sup> Avenue bridge (at center), I-290 Preferred Alternative, and west side elevation (at right). B17 noise barrier location along existing fence east of South 9<sup>th</sup> Avenue (arrow location, at right), and B16 noise barrier location along existing fence west of South 9<sup>th</sup> Avenue (arrow location, at left).

### 4.3.3 Park District of Forest Park

See Appendix A and Figure 4-6 to Figure 4-9

#### 4.3.3.1 *Historic Significance*

The Park District of Forest Park is eligible for listing in the NRHP under Criterion A for its association with the Works Progress Administration (WPA) and recreation in Forest Park as the village's first and oldest park. It is also eligible under Criterion C for its original form and original features and buildings, which include the Tudor Revival-style Administration Building designed by Forest Park architect, Carl J. Kastrup. The WPA constructed the park between 1936 and 1938 on 16.5 acres of land purchased in 1935. The park is located between an early twentieth-century Forest Park residential neighborhood to the south and the CSX Railroad, CTA Blue Line, and I-290 to the north, which are depressed below grade in this area. Dense vegetation and mature trees along the park's north NRHP boundary obstruct views between the park and the rail, transit, and expressway rights-of-way.

The parcel-based NRHP boundaries proposed in the determination of eligibility in the *I-290 Section 106 Historic Properties Identification Report* (March 2016) included the historic northern extent of the park prior to the construction of I-290. This area now comprises the CSX Railroad and CTA Blue Line right of way and does not accurately reflect the current physical extent of the park. The proposed boundary is revised to follow the south right-of-way of the CSX Railroad and CTA Blue Line.

The Park District of Forest Park is historically significant for its association as the first and oldest park in the village and as a recreational facility originally funded and constructed by the WPA. It retains integrity of location, feeling, and association. It also retains moderate integrity of design, materials, and workmanship through its original configuration and original features and buildings, despite alterations and changes that have occurred over time. Those changes have been consistent with changing and evolving trends in recreation to meet the needs of village residents and provide updated facilities. Remaining original features and buildings that contribute to its integrity of design, workmanship, and materials include the Tudor Revival-style Administration Building; curving walkways and road, which define the overall form of the park and spaces within the site; the west-end softball fields; the Warner fountain; the grass lawn fronting the Administration Building; and six tennis courts.

The Park District of Forest Park also retains moderate integrity of setting, despite numerous changes to its surrounding setting. In the 1950s, this involved construction of the I-290 Eisenhower Expressway and CTA Blue Line, as well as the reconstruction of the original railroad transit corridor along the north NRHP boundary, substantially altering the northern setting outside of the park. In 2013, the demolition of the Roos Building just outside of the park's east NRHP boundary along Hannah Avenue altered the eastern setting outside of the park. However, the park's surrounding setting is not as important to conveying the property's significance and character-defining features as the setting within the park and the spatial relationships between its contributing elements, which comprise its historically significant viewsheds.

#### **4.3.3.2 Preferred Alternative in Vicinity of Property**

Near the Park District of Forest Park, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed below grade. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the existing interstate and rail/transit right-of-way is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way. The existing interstate right-of-way is located north of the property's north NRHP boundary across the existing CSX Railroad and CTA Blue Line rights-of-way, between approximately 40 feet and 150 feet north of the north NRHP boundary, depending on the location.

Near the park, the DesPlaines Avenue and Circle Avenue bridges would be reconstructed over I-290. Additionally, the existing CSX Railroad and CTA Blue Line bridges over I-290 would be reconstructed in this area, although no substantive grade changes are anticipated along the railroad grades. They currently are depressed below the grade of the park property. The existing CSX Railroad right-of-way is located adjacent to the western portion of the property's north NRHP boundary. The existing CTA Blue Line right-of-way is located adjacent to the eastern portion of the property's north NRHP boundary. No new right-of-way or easements are required for these proposed improvements.

Per the traffic noise studies, there would be no change in traffic noise levels near the Park District of Forest Park with the Preferred Alternative, as shown in Table 1-1. No noise barriers are proposed to be implemented directly adjacent to or in front of the property's north NRHP boundary, which is nearest the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 13-foot B27 noise barrier, would be located along the north side of the existing I-290 right-of-way between DesPlaines and Circle Avenues. Depending on location, the barrier would vary in proximity to the property's north NRHP boundary by approximately 170 feet to 280 feet, obscured by intervening dense vegetation.

#### **4.3.3.3 Effects Assessment**

Project implementation would have no effect to the Park District of Forest Park's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the property; however, they would have no effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be located within the existing I-290 right-of-way, which is depressed below grade in this area and not visible from within the park or its contributing elements. The existing grade of the CSX Railroad and CTA Blue Line bridges would not substantially change for their reconstruction and would not be visible



from the park because they are also currently located below the grade of the park. The DesPlaines Avenue and Circle Avenue bridges would be reconstructed in place with no substantial changes in grade. Intervening dense vegetation and mature trees would further obstruct views to and from the reconstructed bridges and the additional I-290 mainline travel lanes. No historically significant viewsheds remain to the north of the park where the reconstruction would occur, and therefore, the reconstruction would not alter any character-defining features of the park or its integrity of setting.

North of the property and across the existing CSX Railroad, CTA Blue Line, and I-290 interstate rights-of-way, the B27 noise barrier would be located along the north interstate right-of-way. The barrier may be visible from select portions of the park property and contributing elements where there is less intervening dense vegetation. However, these views northward are not historically significant viewsheds and do not contribute to conveying the property's historical significance and character-defining features under Criteria A and C. Therefore, the noise barrier would not affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a 1930s park that retains its original form and features, such as its Tudor Revival-style Administration Building or its association with that style, as the first and oldest park in Forest Park, or the WPA. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Park District of Forest Park.

**Figure 4-6. Park District of Forest Park**



View northeast from Harrison Street and DesPlaines Avenue intersection toward Park District of Forest Park (at center), I-290 Preferred Alternative (at left), and CSX Railroad bridge at DesPlaines Avenue (at left).

**Figure 4-7. Park District of Forest Park**



View north from Harrison Street toward Park District of Forest Park (Administration Building and Warner fountain at center).

**Figure 4-8. Park District of Forest Park**



View northeast from within Park District of Forest Park (Administration Building at left off-camera and playground at right) toward I-290 Preferred Alternative.

**Figure 4-9. Park District of Forest Park**



View north along Hannah Avenue at Harrison Street toward Park District of Forest Park (at left), its east NRHP boundary at Hannah Avenue (at left, center), I-290 Preferred Alternative (at center), proposed recreation center site on former Roos property (at right, center), and Circle Avenue bridge (at right).



#### **4.3.4 Hulbert Historic District**

See Appendix A and Figure 4-10 to Figure 4-15

##### **4.3.4.1 Historic Significance**

The Hulbert Historic District is eligible for listing in the NRHP under Criteria A and C as an early twentieth-century neighborhood of uniformly designed American Foursquare and bungalow houses with Queen Anne, Prairie School, Craftsman, Colonial Revival, Tudor Revival, and Mission Revival style influences that is locally significant for its association with early twentieth century subdivision development in Oak Park by local developer, Thomas Henry Hulbert. Developed between 1905 and 1913, the neighborhood is one of several early examples of a subdivision planning in Oak Park. The neighborhood was advertised to middle-class Chicago residents as a promising subdivision with affordable and well-built houses. The district includes 176 contributing and six noncontributing single-family houses. The most recognizable historic features of the district are as follows: green parkways with mature deciduous trees regularly spaces, equal setbacks for each property, consistent building massing, consistent porch sizes and depths, and consistent building height. The district is a residential enclave of Oak Park whose south NRHP boundaries extend to Harrison Street and include both the east and west sides of Clinton and Kenilworth Avenues; the majority of the district is located northward and away from I-290. Across Harrison Street, an approximately 6-foot wood fence partially blocks views south toward I-290 from the district.

The district is historically significant for its collection of American Foursquare and bungalow houses developed by Thomas Henry Hulbert who, like S.T. Gunderson & Sons, specifically developed and marketed the neighborhood to middle class families seeking houses in Oak Park. The district retains integrity of location, design, workmanship, materials, feeling, and association. The integrity of setting south of the district is diminished by the prior construction of I-290 in the 1950s; however, the district retains moderate integrity of setting. The district's contributing buildings are primarily oriented east and west toward each other on the district's north-south streets. These spatial relationships between contributing buildings and the setting within the district help convey the district's significance under Criteria A and C more than the setting outside of the district.

##### **4.3.4.2 Preferred Alternative in Vicinity of Property**

Near the Hulbert Historic District, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the existing interstate and rail/transit rights-of-way is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way. The existing interstate right-of-way is located south of the district's south NRHP boundary across Harrison Street by approximately 30 feet; the nearest contributing buildings are located approximately 45 feet north of the existing interstate right-of-way.

Also south of the district, the existing pedestrian bridge between Home and Clinton Avenues would be reconstructed in place, approximately 30 feet south of the district's south NRHP boundary.

Per the traffic noise studies, there would be no change in traffic noise levels near the Hulbert Historic District with the Preferred Alternative, as shown in Table 1-1. No noise barriers are proposed to be implemented directly adjacent or in front of the property's south NRHP boundary, which is nearest to the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 15-foot B31 noise barrier, would be located just southwest of the district along the north side of the existing I-290 right-of-way between South Harlem Avenue and the existing pedestrian bridge between Home and Clinton Avenues. It would be located approximately 30 feet south of the district's south NRHP boundary and approximately 85 feet southwest of the nearest contributing house on Clinton Avenue.

#### **4.3.4.3 Effects Assessment**

Project implementation would not adversely affect the Hulbert Historic District's integrity of setting. No auditory changes were identified for the district, and therefore, no effect to the district's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the district, but they would have no adverse effect to the district's integrity of setting. The Preferred Alternative's additional mainline travel lanes may be visible from portions of the district's contributing buildings nearest Harrison Street and I-290. However, they would not represent a substantial visual change to the district's setting because they would occur below grade within the existing I-290 right-of-way and would be partially obstructed from view by an existing 6-foot fence along the south Harrison Street right-of-way. Further, the nearest contributing buildings are oriented east and west to each other along Clinton and Kenilworth Avenues, away from I-290; as is the majority of the district. The additional mainline travel lanes would not alter any historically significant viewsheds as the setting within the district is more important to conveying the district's historical significance than the setting outside it, which is diminished by the prior construction of the interstate in the 1950s. The nearby pedestrian bridge would be reconstructed in place with no substantial changes in grade and would not adversely affect the district's setting.

South of the district, across Harrison Street and along the north I-290 right-of-way, the B31 noise barrier would be visible from portions of the west rear elevations of contributing buildings along the west side of Clinton Avenue and potentially from portions of the west-facing facades of contributing buildings along the east side of Clinton Avenue. However, these views are not as important to conveying the district's character-defining features or its historical significance under Criteria A and C as those views between contributing buildings within the district. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as an early twentieth-century neighborhood of uniformly designed American Foursquare and bungalow houses with Queen Anne, Prairie School, Craftsman, Colonial Revival, Tudor Revival, and Mission Revival style influences or its association with those forms, styles, or early twentieth century subdivision development in Oak Park by local developer, Thomas Henry Hulbert. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Hulbert Historic District.

**Figure 4-10. Hulbert Historic District**



View southeast along Harrison Street toward I-290 Preferred Alternative (at right), pedestrian bridge (at right, center), and district's southwest NRHP boundary along alley between Clinton and Home Avenues (arrow location, at left). B31 noise barrier location at right, along existing fence at I-290 north right-of-way and west of pedestrian bridge.

**Figure 4-11. Hulbert Historic District**



View west along Harrison Street toward I-290 Preferred Alternative (at left), pedestrian bridge (at left), and district's south NRHP boundary along Harrison Street, west of Clinton Avenue (at right). B31 noise barrier location at left, along existing fence at I-290 north right-of-way and west of pedestrian bridge (arrow location, at left).



**Figure 4-12. Hulbert Historic District**



View west along Harrison Street at Clinton Avenue toward I-290 Preferred Alternative (at left), district's south NRHP boundary along Harrison Street, and contributing building on west side of Clinton Avenue (at right). B31 noise barrier location's eastern limits would begin west of the pedestrian bridge (arrow location), along existing fence at I-290 north right-of-way.

**Figure 4-13. Hulbert Historic District**



View south along Clinton Avenue from within district boundaries toward Harrison Street and I-290 Preferred Alternative (at center). B31 noise barrier location not visible from here.



**Figure 4-14. Hulbert Historic District**



View southwest along Harrison Street at Kenilworth Avenue toward I-290 Preferred Alternative (at left), district's south NRHP boundary along Harrison Street, and contributing building on west side of Kenilworth Avenue (at right).

**Figure 4-15. Hulbert Historic District**



View south along Kenilworth Avenue from within district boundaries toward Harrison Street and I-290 Preferred Alternative (at center).

### **4.3.5 Commercial Building at 841 South Oak Park Avenue**

See Appendix A and Figure 4-16 to Figure 4-18

#### **4.3.5.1 Historic Significance**

The commercial building at 841 South Oak Park Avenue is eligible for listing in the NRHP under Criterion C as an excellent example of an early twentieth-century Beaux Arts-style commercial building. Constructed in 1911 by Peter Neilsen, the building's facade comprises its east and south elevations, united by a curved southeast corner and terra cotta tile cladding. Located at the northwest corner of South Oak Park Avenue and Harrison Street, the building's primary elevations face east to other commercial buildings along South Oak Park Avenue and south across Harrison Street to I-290 and the CTA Blue Line, which replaced the Aurora Elgin & Chicago Railway interurban lines in this area.

The building is historically significant for its design that exemplifies Beaux Arts design principles; smooth, light colored masonry veneer, classical door surrounds, Corinthian pilasters, rows of windows separated by a string course entablature and topped by an elaborate frieze, decorative panels, a balustrade, and a parapet featuring a broken pediment, urn, and shield. The building retains integrity of location, feeling, and association. It retains moderate integrity of design, materials, and workmanship due to the alteration or replacement of the first story storefronts and upper stories' windows. This is a common occurrence in many commercial building and does not substantially detract from the building's overall integrity as the majority of its historical materials remain intact. The building retains its relationship to other commercial buildings along South Oak Park Avenue, however, its south viewshed and integrity of setting have been compromised by the expressway's construction; therefore, it retains moderate integrity of setting no historically significant viewsheds south.

#### **4.3.5.2 Preferred Alternative in Vicinity of Property**

Near the commercial building at 841 South Oak Park Avenue, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing interstate right-of-way is located across Harrison Street, approximately 35 feet south of the building's south side elevation and NRHP boundary. Additionally, the South Oak Park Avenue bridge would be reconstructed over I-290.

Per the traffic noise studies, there would an increase in traffic noise levels near the commercial building at 841 South Oak Park Avenue with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches

or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented directly adjacent or in front of the facade's south elevation and NRHP boundary, which is nearest the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 15-foot B33 noise barrier, would be located across I-290, along its south right-of-way between Home and South Oak Park Avenues, approximately 295 feet south of the facade's south elevation and NRHP boundary.

#### **4.3.5.3 Effects Assessment**

Project implementation would not adversely affect the commercial building at 841 South Oak Park Avenue's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from portions of the building facade's south and east elevations. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way. Further, they would not alter any historically significant viewsheds as none remain south of the property due to the prior construction of the interstate in the 1950s. The South Oak Park Avenue bridge would be reconstructed in place with no substantial changes in grade and would not adversely affect the property's setting.

Across Harrison Street and I-290, along the south I-290 right-of-way, the B33 noise barrier would be visible from the building facade's south elevation, obstructing views to and from the building from properties along Garfield Street. However, these views are not historically significant and do not contribute to conveying the property's character-defining features or its architectural significance under Criterion C. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of the Beaux Arts style applied to a commercial building or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the commercial building at 841 South Oak Park Avenue.

**Figure 4-16. Commercial Building at 841 South Oak Park Avenue**



View east along Harrison Street toward building facade's south elevation (at left), South Oak Park Avenue (at center), and I-290 Preferred Alternative (at right). B33 noise barrier location at far right (arrow location), along existing I-290 south right-of-way.

**Figure 4-17. Commercial Building at 841 South Oak Park Avenue**



View west along Harrison Street across South Oak Park Avenue toward I-290 Preferred Alternative (at left) and building facade's south elevation and southeast corner (at right). B33 noise barrier location at far left, along existing I-290 south right-of-way.



**Figure 4-18. Commercial Building at 841 South Oak Park Avenue**



View south along South Oak Park Avenue at Harrison Street intersection toward South Oak Park Avenue bridge (at left), I-290 Preferred Alternative (at center) and building facade's east elevation and southeast corner (at right). B33 noise barrier location at center (arrow location), along existing I-290 south right-of-way.

### **4.3.6 T.A. Holm Building**

See Appendix A and Figure 4-19 to Figure 4-21

#### **4.3.6.1 Historic Significance**

The T.A. Holm Building is eligible for listing in the NRHP under Criterion A for its association with prominent local builder, T.A. Holm & Co. Realtors, who constructed many homes in Oak Park, largely as a result of innovative advertising; under Criterion B for its association with the productive life of T.A. Holm and his commercial success in Oak Park as the company's headquarters; and under Criterion C as an excellent example of Classicism and Beaux Arts architecture applied to a commercial building. Constructed in 1926 by T.A. Holm & Co. Realtors and designed by local architect Jeremiah J. Cerny, the building's architectural ornament was executed in an ornate terra cotta facade. The T.A. Holm Building is oriented east toward other commercial buildings located along the South Oak Park Avenue commercial corridor; adjacent buildings block views north and south.

The building is historically significant for its association with T.A. Holm and his real estate company as well as for its skillful blend of Classical and Beaux Arts architecture executed in terra cotta ornamentation. Its integrity of design, workmanship, materials, feeling, and association are important to expressing that significance and its character-defining features. The building retains moderate integrity of design, workmanship, and materials. Although the first story storefront has been altered, a common occurrence in commercial buildings, this does not substantially detract from the building's overall integrity as the second and third stories feature original ornate decorative elements executed in polychrome terra cotta. It also retains integrity of location, setting, feeling, and association. The building retains its relationship to other commercial buildings along South Oak Park Avenue; proximate northeast views toward the expressway are not as important to conveying its historical significance as its views and relationships with other buildings along South Oak Park Avenue.

#### **4.3.6.2 Preferred Alternative in Vicinity of Property**

Near the T.A. Holm Building, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing interstate right-of-way is located approximately 90 feet north of the building's north side elevation and NRHP boundary; adjacent intervening buildings obstruct views directly north. From the building's northeast corner and NRHP boundary, the interstate right-of-way is approximately 100 feet northeast and across South Oak Park Avenue. Additionally, the South Oak Park Avenue bridge would be reconstructed over I-290.

Per the traffic noise studies, there would be an increase in traffic noise levels near the T.A. Holm Building with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. The nearest approved noise barrier to be implemented, the 15-foot B33 noise barrier, would be located along the south side of the existing I-290 right-of-way between Home and South Oak Park Avenues, approximately 90 feet north of the building's north side elevation and NRHP boundary. The barrier would not be visible from the property because adjacent intervening buildings obstruct views north toward I-290.

#### **4.3.6.3 Effects Assessment**

Project implementation would have no effect to the T.A. Holm Building's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes may be visible from portions of the building's east-facing facade. However, they would not represent a substantial visual change to the property's setting due to the distance between the property and the expressway and that the work would occur below grade in the "trench" within the existing I-290 right-of-way. Further, the building is oriented east toward other commercial buildings along South Oak Park Avenue, away from the expressway, and there are no historically significant viewsheds northeast of the property due to the prior construction of the interstate in the 1950s. The South Oak Park Avenue bridge would be reconstructed in place with no substantial changes in grade and would not adversely affect the property's setting.

In the vicinity of the property, the noise barrier would not be visible from any of the building's elevations. Adjacent buildings block views north between the property and the B33 noise barrier location. The barrier would not alter any historically significant viewsheds and would not affect the property's integrity of setting. Therefore, project implementation under the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of Classicism and Beaux Arts architecture applied to a commercial building in ornate terra cotta cladding or its association with that style, the productive life of T.A. Holm, or his company, T.A. Holm & Co. Realtors. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the T.A. Holm Building.

**Figure 4-19. T.A. Holm Building**



View north along South Oak Park Avenue toward the T.A. Holm Building (at left) and Garfield Street and the I-290 Preferred Alternative (at center). B33 noise barrier location west of South Oak Park Avenue bridge (at center, left).

**Figure 4-20. T.A. Holm Building**



View west along Garfield Street across South Oak Park Avenue toward T.A. Holm Building (at left) and I-290 Preferred Alternative (at right). B33 noise barrier location at center (arrow location), west of South Oak Park Avenue and along south I-290 right-of-way.



**Figure 4-21. T.A. Holm Building**



View southwest from Harrison Street toward T.A. Holm Building (arrow location, behind red brick building) and I-290 Preferred Alternative. B33 noise barrier location at center, along south I-290 right-of-way.

### **4.3.7 Suburban Trust and Savings Bank Building**

See Appendix A and Figure 4-22 to Figure 4-24

#### **4.3.7.1 Historic Significance**

The Suburban Trust and Savings Bank Building is eligible for listing in the NRHP under Criterion C as an excellent example of an early twentieth-century Neoclassical-style bank. The building was constructed in 1927 by an unknown architect. It is located at the northeast corner of South Oak Park Avenue and Harrison Street in a commercial corridor of early-to-late twentieth-century buildings. The building's primary elevations face west to other commercial buildings along South Oak Park Avenue and south to I-290 and the CTA Blue Line, which replaced the Aurora Elgin & Chicago Railway interurban lines in this area.

The building is historically significant for its design that is a representative local example of an early twentieth-century Neoclassical bank building. The building embodies the distinctive characteristics of the Neoclassical style, which was commonly applied to banks during the 1910s and 1920s throughout the nation. The building retains integrity of location, feeling, and association. It retains moderate integrity of design, materials, and workmanship through its overall appearance, massing, and many of its original features; replacement windows and doors do not substantially alter the building's original appearance. The building retains its relationship to other commercial buildings along South Oak Park Avenue, however, its south viewshed and integrity of setting has been compromised by the expressway's construction; therefore, the building retains moderate integrity of setting and no historically significant viewsheds south.

#### **4.3.7.2 Preferred Alternative in Vicinity of Property**

Near the Suburban Trust and Savings Bank Building, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing interstate right-of-way is located across Harrison Street, approximately 35 feet south of the building's south side elevation and NRHP boundary. Harrison Street serves as a frontage road to the expressway. Additionally, the South Oak Park Avenue bridge would be reconstructed over I-290.

Per the traffic noise studies, there would be an increase in traffic noise levels near the Suburban Trust and Savings Bank Building with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented

directly adjacent or in front of the property's south side elevation and NRHP boundary, which is nearest the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 15-foot B33 noise barrier, would be located along the south I-290 right-of-way between Home and South Oak Park Avenues. It would be located approximately 275 feet southwest of the building's southwest corner and NRHP boundary, across I-290 and the South Oak Park Avenue bridge.

#### **4.3.7.3 Effects Assessment**

Project implementation would not adversely affect the Suburban Trust and Savings Bank's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from portions of the building's west-facing facade, south side elevation, and east rear elevation. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way. Further, they would not alter any historically significant viewsheds as none remain south of the property due to the prior construction of the interstate in the 1950s. The South Oak Park Avenue bridge would be reconstructed in place with no substantial changes in grade and would not adversely affect the property's setting.

Located southwest of the property and along the south I-290 right-of-way, the B33 noise barrier would be visible from portions of the building's west-facing facade and south side elevation. However, the South Oak Park Avenue bridge and the CTA Blue Line station would partially obscure views south to the barrier. Additionally, these views are not historically significant and do not contribute to conveying the property's character-defining features or its architectural significance under Criterion C. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example an early twentieth-century Neoclassical-style bank building or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Suburban Trust and Savings Bank.

**Figure 4-22. Suburban Trust and Savings Bank**



View southeast along Harrison Street at South Oak Park Avenue (at center) toward west-facing facade (at left) and I-290 Preferred Alternative (at right). B33 noise barrier location at far right (arrow location), across South Oak Park Avenue and I-290 along south interstate right-of-way.

**Figure 4-23. Suburban Trust and Savings Bank**



View southwest along Harrison Street toward South Oak Park Avenue (at center), south side elevation (at right), and I-290 Preferred Alternative (at left). B33 noise barrier location southwest (at left) across I-290 and South Oak Park Avenue bridge along south interstate right-of-way, west of South Oak Park Avenue.

Figure 4-24. Suburban Trust and Savings Bank



View south along South Oak Park Avenue at Harrison Street intersection toward South Oak Park Avenue bridge (at center), I-290 Preferred Alternative (at center) and west-facing facade (at left).

B33 noise barrier location southwest (arrow location at right) across I-290 and South Oak Park Avenue bridge, along south interstate right-of-way, west of South Oak Park Avenue.

### **4.3.8 Paulina Mansions**

See Appendix A and Figure 4-25 to Figure 4-27

#### **4.3.8.1 Historic Significance**

Paulina Mansions is eligible for listing in the NRHP under Criterion C as an excellent example of the Tudor Revival style applied to a S-shaped courtyard apartment building. In 1927, the four-story apartment building was designed by architectural firm, Turbyfill and Moke, and built by Aaron Miller. The building's S-shaped plan comprises three L-shaped wings forming a large L-shaped courtyard, opening east to Wesley Avenue, and a much narrower court, opening west to the rear parking lot. The Wesley Avenue courtyard is the building's main entrance, distinguished by a colonnaded one-story entryway. Secondary apartment entrances are located on the building's north side elevation facing I-290. Paulina Mansions is located at the southwest corner of Garfield Street and Wesley Avenue in an early twentieth-century Oak Park residential neighborhood. The building is oriented east to Wesley Avenue. The north side elevation faces Garfield Street with an unobstructed view toward I-290.

The building is historically significant for its Tudor Revival-style design applied to an S-shaped apartment building in Oak Park. It retains integrity of location, feeling, and association. Although some of its windows have been replaced, the new windows are compatible with the building's historic appearance and do not detract from the building's overall integrity of design, workmanship, and materials. These aspects of integrity are important to expressing the building's historical significance and its character-defining features under Criterion C. The building retains its relationship to other single and multi-family residential buildings along Wesley Avenue, however, its north viewshed and integrity of setting have been compromised by the expressway's construction; therefore, it retains moderate integrity of setting and no historically significant viewsheds north.

#### **4.3.8.2 Preferred Alternative in Vicinity of Property**

Near Paulina Mansions, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The CSX Railroad right-of-way is located across Garfield Street, approximately 35 feet north of the building's north side elevation and north NRHP boundary. The existing interstate right-of-way is located across the existing CSX Railroad and CTA Blue Line rights-of-way, approximately 150 feet north of the building's north side elevation and north NRHP boundary.

Per the traffic noise studies, there would be an increase in traffic noise levels near Paulina Mansions with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers were approved to be implemented directly adjacent or in front of the building, or in its vicinity, through the viewpoint solicitation process.

#### **4.3.8.3 Effects Assessment**

Project implementation would have no effect to Paulina Mansions' integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from the building's north side elevation. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way. Further, they would not alter any historically significant viewsheds as none remain north of the property due to the prior construction of the interstate in the 1950s and the building is oriented east toward other residential buildings on Wesley Avenue. No historically significant viewsheds or character-defining features of the property would be altered, and therefore, the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of the Tudor Revival style applied to a S-shaped courtyard apartment building or its association with that style or form. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to Paulina Mansions.



**Figure 4-25. Paulina Mansions**



View west along Garfield Street at Welsey Avenue toward east-facing facade and north side elevation (at left) and I-290 Preferred Alternative (at right).

**Figure 4-26. Paulina Mansions**



View east along Garfield Street toward Wesley Avenue, north side elevation (at right) and I-290 Preferred Alternative (at left).



**Figure 4-27. Paulina Mansions**



View north along Wesley Avenue toward Garfield Street, I-290 Preferred Alternative (at center), and east-facing facade (at left).

### **4.3.9 Oak Park Conservatory**

See Appendix A and Figure 4-28 to Figure 4-30

#### **4.3.9.1 Historic Significance**

The Oak Park Conservatory is listed in the NRHP under Criteria A and C as a locally significant example of a glass and steel Victorian-era glass greenhouse design in Illinois and for its association with the park movement in Oak Park. The greenhouse was designed and built by Foley Greenhouse Manufacturing Company in 1929. The original building is divided into three public houses and two nurseries that are arranged east to west along Garfield Street, which runs parallel to I-290. To the south, the nurseries are arranged perpendicular to the houses forming a U-shape. Additional houses were built in 1986 and 2001; both are located between the original growing house wings and are not visible from the street. Located at the southwest corner of Garfield Street and South East Avenue in a residential Oak Park neighborhood, the building is oriented north with an unobstructed view toward I-290.

The building is historically significant for its rare Victorian-era glass and steel greenhouse design and its association with the park movement in Oak Park. The building retains integrity of location, feeling, and association. It retains integrity of design, workmanship, and materials, despite material changes to portions of its original white cedar glass support system, which is now clad in aluminum. These aspects of integrity are important to expressing the building's significance and its character-defining features under Criterion A and Criterion C. The building retains its spatial relationship to the early twentieth-century houses to its south and west, and to Rehm Park on its east. However, its north viewshed and integrity of setting have been compromised by the expressway's construction; therefore, it retains moderate integrity of setting and no historically significant viewsheds north.

#### **4.3.9.2 Preferred Alternative in Vicinity of Property**

Near the Oak Park Conservatory, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing I-290 interstate right-of-way is located across Garfield Street and the existing CSX Railroad and CTA Blue Line rights-of-way, approximately 170 feet north of the building's north-facing facade and approximately 155 feet north of its north NRHP boundary. The existing CSX Railroad right-of-way is located across Garfield Street, approximately 50 feet north of the building's north-facing facade and approximately 35 feet north of its north NRHP boundary.

Northeast of the Oak Park Conservatory, the South East Avenue bridge and its intersection with Garfield Street would be reconstructed in the same location. No additional right-of-way is required for the removal and replacement of the bridge or improvements to South East Avenue's intersection with Garfield Street. Additionally, no permanent or temporary easements are required for construction.

Per the traffic noise studies, there would be an increase in traffic noise levels near the Oak Park Conservatory with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +2 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented directly adjacent or in front of the property's north-facing facade and north NRHP boundary, which is nearest the I-290 interstate right-of-way. The nearest approved noise barrier to be implemented, the 15-foot B36 noise barrier, would be located northeast of the building, across the South East Avenue bridge and rights-of-way of the CSX Railroad, CTA Blue Line, and I-290 interstate. It would be located along the north side of the existing I-290 right-of-way between South East and South Ridgeland Avenues, approximately 355 feet northeast of the building's southwest corner and approximately 340 feet northeast of the northeast NRHP boundary.

#### **4.3.9.3 Effects Assessment**

Project implementation would have no adverse effect to the Oak Park Conservatory's integrity of setting. The +2 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

No vibration impacts are anticipated from implementation of the Preferred Alternative. During construction, temporary construction-related vibration increases are expected to occur within and adjacent to the I-290 corridor; however, these increases are not anticipated to have an adverse effect to properties nearest the construction. Prior to and during construction, minimization measures would be implemented to minimize or eliminate potential effects from vibration increases. These will include implementing an existing structure monitoring program of sensitive structures, such as the Oak Park Conservatory, prior to construction of the Preferred Alternative as well as utilizing construction methods that minimize the potential for construction-related vibration.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from portions of the building's north-facing facade and east side elevation. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way. Further, they would not alter any historically significant viewsheds as none remain north of the property due to the prior construction of the interstate in the 1950s. The South East Avenue bridge would be

reconstructed in place with no substantial changes in grade and would not adversely affect the property's setting.

Located northeast of the property and along the north I-290 right-of-way, the B36 noise barrier would be visible from portions of the building's north-facing facade and east side elevation. However, the South East Avenue bridge and the CTA Blue Line station would partially obscure views northeast to the barrier. Additionally, these views are not historically significant and do not contribute to conveying the property's character-defining features or its historical significance under Criteria A and C. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a rare Victorian-era glass and steel greenhouse design or its association with that form or the park movement in Oak Park. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Oak Park Conservatory.

**Figure 4-28. Oak Park Conservatory**



View east along Garfield Street toward north-facing facade (at right), South East Avenue (at center), CTA Blue Line station (at center, left), and I-290 Preferred Alternative (at left). B36 noise barrier location northeast (arrow location, at left behind bridge) across South East Avenue bridge and I-290 along north interstate right-of-way, east of South East Avenue.

**Figure 4-29. Oak Park Conservatory**



View northwest along Garfield Street toward Oak Park Conservatory (at left), I-290 Preferred Alternative (at center), and South East Avenue bridge (at center). B36 noise barrier location (arrow location, at right) along I-290 north right-of-way, east of South East Avenue.

**Figure 4-30. Oak Park Conservatory**



View north along South East Avenue toward Garfield Street and I-290 Preferred Alternative (at center), west side elevation (at left), and South East Avenue bridge (at center). B36 noise barrier location (arrow location, east of bridge) across I-290 along north interstate right-of-way, east of South East Avenue.



#### **4.3.10 Maze Branch Library**

See Appendix A and Figure 4-31 to Figure 4-33

##### **4.3.10.1 Historic Significance**

The Maze Branch Library is eligible for listing in the NRHP under Criterion A for its association with the establishment of neighborhood branch libraries during the New Deal era; under Criterion B for its association with local librarian Adele H. Maze, who worked at the library from its opening in 1936 until 1957; and under Criterion C as an excellent display of Colonial Revival and Georgian Revival-style architecture applied to a branch library building. The building was constructed in 1936 by Milton W. Pillenger and designed by Elmer C. Roberts of the E.E. Roberts architectural firm. Landscaping and mature trees on the property partially obscure views to and from the property. Located within an early-twentieth century residential Oak Park neighborhood at the northeast corner of Harrison Street and Gunderson Avenue, the building is oriented east toward Gunderson Avenue and the Gunderson Historic District. Its south side elevation faces I-290 across Harrison Street and the IDOT Traffic System Center parking lot, which is lined by a low brick wall and mature trees that partially obscure views south to I-290.

The Maze Branch Library is historically significant for its skillful and harmonious blend of Colonial Revival and Georgian Revival architecture that reflects both the traditional and contemporary design tenets of the 1930s, as well as its association with Adele H. Maze, and post-Depression and New Deal era architecture. Although renovations in 2006 altered some portions of the building, the library retains integrity of location, design, materials, workmanship, feeling, and association. The building retains moderate integrity of setting as its south viewshed was compromised by the expressway's construction and the south view is no longer historically significant. The building retains its spatial relationship to the early twentieth-century houses in the Gunderson Historic District to the east and the houses to the north and west

##### **4.3.10.2 Preferred Alternative in Vicinity of Property**

Near the Maze Branch Library, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing I-290 interstate right-of-way is located across Harrison Street, approximately 170 feet south of the building's south side elevation and approximately 140 feet south of its south NRHP boundary. A connection to the Prairie Path trail would also be implemented along the south Harrison Street right-of-way, along the existing sidewalk, approximately 50 feet south of the property's south NRHP boundary.

Per the traffic noise studies, there would be an increase in traffic noise levels near the Maze Branch Library with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. The nearest approved noise barrier to be implemented, the 15-foot B36 noise barrier, would be located directly south and southwest of the building, across Harrison Street, between South East and South Ridgeland Avenues. The noise barrier would be located along a portion of the existing Harrison Street right-of-way and the existing I-290 interstate right-of-way. The portion along the Harrison Street right-of-way would be located approximately 70 feet southwest of the southwest NRHP boundary and approximately 120 feet southwest of the building's south side elevation. The portion along the existing I-290 interstate right-of-way would be located approximately 140 feet south of the south NRHP boundary and approximately 170 feet south of the building's south side elevation.

#### **4.3.10.3 Effects Assessment**

Project implementation would have no adverse effect to the Maze Branch Library's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be visible from the building's south side elevation and portions of the building's east-facing facade. However, they would not represent a substantial visual change to the property's setting because they would occur below grade in the "trench" within the existing I-290 right-of-way and would not be readily visible. Further, they would not alter any historically significant viewsheds as none remain south of the property due to the prior construction of the interstate in the 1950s.

The B36 noise barrier would be visible from the building's south side elevation facade and portions of its east-facing facade and west rear elevation, obstructing views to and from the property. Although the barrier would represent a visual change to the property's setting, it is located outside of the historic property boundary, across Harrison Street and partially obscured by intervening mature trees on and outside of the property. Additionally, the property retains integrity of setting but it is not as important to conveying the property's significance and character-defining features under Criteria A, B, and C as its integrity of design, workmanship, materials, feeling, and association. No historically significant viewsheds remain south of the property and no views would be altered. Therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as excellent display of Colonial Revival and Georgian Revival-style architecture applied to a branch library



building or its association with those styles, the branch library form during the New Deal era, or Adele H. Maze. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Maze Branch Library.

**Figure 4-31. Maze Branch Library**



View southwest along Gunderson Avenue toward east-facing facade (at right, center), Harrison Street (at center), IDOT Traffic System Center parking lot (at center, left), and I-290 Preferred Alternative (at center, left, behind brick wall). B36 noise barrier location (arrow location, at left behind brick wall) along I-290 north right-of-way.

**Figure 4-32. Maze Branch Library**



View east along Harrison Street toward Maze Branch Library (at left), IDOT Traffic System Center parking lot (at right), and I-290 Preferred Alternative (at far right, behind brick wall). B36 noise barrier location (arrow location, at far right along brick wall) along I-290 north right-of-way.

**Figure 4-33. Maze Branch Library**



View west along Harrison Street at Gunderson Avenue toward Maze Branch Library (at right), IDOT Traffic System Center parking lot (at left), and I-290 Preferred Alternative (at far left, behind brick wall). B36 noise barrier location (arrow location, at far left along brick wall) along I-290 north right-of-way.

### **4.3.11 Gunderson Historic District**

See Appendix A and Figure 4-34 to Figure 4-39

#### **4.3.11.1 Historic Significance**

The Gunderson Historic District is listed in the NRHP under Criterion A and Criterion C as a neighborhood of uniformly designed American Foursquare houses with Colonial Revival, Craftsman, and Prairie style influences that is locally significant for its association with early twentieth century subdivision development in Oak Park by local developer, S.T. Gunderson & Sons. The neighborhood was developed between 1906 and 1920 by architect Frank DeMoney and developer and builder S.T. Gunderson and Sons. It was advertised to middle-class Chicago residents as a promising subdivision with affordable and well-built houses. The district contains 230 buildings, 208 of which are single-family residences and twenty-two of which are two-flat apartment buildings. The most recognizable character-defining features of the district are as follows: green parkways with mature deciduous trees regularly spaces, equal setbacks for each property, consistent building massing, consistent porch sizes and depths, and consistent building height. The district is a residential enclave of Oak Park whose south NRHP boundaries extend to Harrison Street, but is predominantly located northward and away from I-290; the west and east boundaries extend to Gunderson Avenue and South Ridgeland Avenue, respectively.

The district is historically significant for its collection of American Foursquare houses developed by S.T. Gunderson & Sons, who specifically developed and marketed the neighborhood to middle class families seeking houses in Oak Park. The district retains integrity of location, design, workmanship, materials, feeling, and association. It also retains integrity of setting as the district's contributing properties are primarily oriented east and west toward each other on the district's north-south streets; these spatial relationships between contributing resources contribute to the district's integrity of setting and help convey its significance under Criteria A and C.

#### **4.3.11.2 Preferred Alternative in Vicinity of Property**

Near the Gunderson Historic District, all proposed work would occur outside of its NRHP boundary. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which is depressed into a "trench" through this area with retaining walls flanking the interstate and perpendicular cross streets passing over the interstate and rail/transit facilities. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the "trench" is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the "trench." The existing I-290 interstate right-of-way is located across Harrison Street, varying between approximately 120 feet and 215 feet south of the district's south NRHP boundary, which extends to the centerline of Harrison Street.

South of Harrison Street and the district, the South Ridgeland Avenue bridge and its intersection with Garfield Street would be reconstructed in place with improved geometrics. A connection to the Illinois Prairie Path would also be implemented near the north I-290 interstate right-of-way at South Ridgeland Avenue and along the existing sidewalk on the south Harrison Street right-of-way, west of Elmwood Avenue. The portion near South Ridgeland Avenue would be approximately 170 feet south of the district's south NRHP boundary and the portion west of Elmwood Street would be approximately 30 feet south of the district's south NRHP boundary.

Per the traffic noise studies, there would be a barely perceptible auditory change near the Gunderson Historic District with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. Two noise barriers, the 15-foot B36 barrier and 13-foot B38 barrier, in the vicinity of the district were approved to be implemented through the viewpoint solicitation process. Between South East and South Ridgeland Avenues, the B36 noise barrier would be located along a portion of the existing Harrison Street right-of-way and the existing I-290 interstate right-of-way, between approximately 160 feet and 210 feet south of the district's south NRHP boundary. Intervening mature trees, dense vegetation, the IDOT Traffic System Center, a low brick wall, and other buildings obscure views between the district's contributing buildings nearest Harrison Street and the noise barrier. Between South Ridgeland and Lombard Avenues, the B38 noise barrier would be located along the existing I-290 interstate right-of-way, approximately 225 feet southeast of the district's southeast boundary at Harrison Street and South Ridgeland Avenue; intervening buildings and mature trees obscure views between the district's contributing buildings and the noise barrier.

#### **4.3.11.3 Effects Assessment**

Project implementation would have no adverse effect to the Gunderson Historic District. The +1 dB(A) increase in traffic noise levels represents an auditory change to the district's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the district's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no adverse effect to the district's integrity of setting. The Preferred Alternative's additional mainline travel lanes would not be visible from the district's nearest contributing buildings at Harrison Street, which are oriented east and west to each other along Gunderson, Elmwood, and South Ridgeland Avenues and setback on their lots; intervening mature trees and buildings further obstruct views between the district's contributing resources and the Preferred Alternative. The South Ridgeland Avenue bridge at I-290 would be reconstructed in place with no substantial changes in grade and would not affect the district's setting due to the distance between it and the district's nearest contributing buildings at South Ridgeland Avenue and Harrison Street and intervening mature trees and buildings that block views south from the district.

The B36 noise barrier would be visible from portions of the district's south NRHP boundary and those contributing buildings nearest Harrison Street; however, views south are partially obstructed by intervening mature trees, a low brick wall, and buildings. Similarly, the B38 noise barrier may be visible from some portions of the district's contributing buildings near its southeast NRHP boundary at Harrison Street and South Ridgeland Avenue, but the majority of the district is located northward and away from the Preferred Alternative. The noise barriers would represent a visual change to the district's south setting, but they are located outside of the historic district's NRHP boundary, across Harrison Street and partially obscured by intervening mature trees within and outside of the district, as well as intervening buildings. These views south toward I-290 are also not as important to conveying the district's historical significance as those views between contributing resources within the district. No historically significant views would be altered, and therefore, project implementation under the Preferred Alternative would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a collection of uniformly designed American Foursquare houses with Colonial Revival, Craftsman, and Prairie style influences or its association with that form, those styles, community planning in Oak Park, or local developer S.T. Gunderson & Sons. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Gunderson Historic District.



**Figure 4-34. Gunderson Historic District**



View east along Harrison Street toward Gunderson Avenue and contributing buildings (at left), district's southwest NRHP boundary at Harrison Street and Gunderson Avenue, and I-290 Preferred Alternative (at right). B36 noise barrier location (at right) along I-290 north right-of-way and existing brick wall (at right).

**Figure 4-35. Gunderson Historic District**



View west along Harrison Street toward district's south NRHP boundary along Harrison Street, contributing building on east side of Gunderson Avenue (at right) and I-290 Preferred Alternative (at left, behind building). B36 noise barrier location (arrow location, at left) along I-290 north right-of-way.

**Figure 4-36. Gunderson Historic District**



View southwest along Harrison Street at South Elmwood Avenue toward district's south NRHP boundary along Harrison Street, contributing building on west side of South Elmwood Avenue (at right), and I-290 Preferred Alternative (at left). B36 noise barrier location (arrow location, at left) along I-290 north right-of-way.

**Figure 4-37. Gunderson Historic District**



View southeast along Harrison Street at South Elmwood Avenue toward district's south NRHP boundary along Harrison Street, contributing building on east side of South Elmwood Avenue (at left), and I-290 Preferred Alternative (at right). B36 noise barrier location (arrow location, at left) along I-290 north right-of-way and existing brick wall (at right).



**Figure 4-38. Gunderson Historic District**



View southwest along South Elmhurst Avenue from within district boundaries and contributing buildings toward Harrison Street and I-290 Preferred Alternative (at center). B36 noise barrier location (arrow location, at center) along I-290 north right-of-way.

**Figure 4-39. Gunderson Historic District**



View southwest along South Ridgeland Avenue at Harrison Street from district's east NRHP boundary toward contributing building on South Ridgeland Avenue (at right), I-290 Preferred Alternative (at center), and South Ridgeland Avenue bridge (at center). B38 noise barrier location (arrow location, at center) along I-290 north right-of-way, east of South Ridgeland Avenue bridge.

### **4.3.12 Columbus Park**

See Appendix A and Figure 4-40 to Figure 4-45

#### **4.3.12.1 Historic Significance**

Columbus Park is listed in the NRHP under Criteria A and C and designated a NHL under Criterion 4 as an exceptionally important work of design and the masterpiece of landscape architect and conservationist Jens Jensen, reflecting the mature expression of his Prairie style philosophies in landscape architecture and programming components. The 135-acre park was designed between 1915 and 1920 to reflect his Prairie-style philosophies in terms of both landscape architecture and programming components. Much of Jensen's original vision for the park was realized and remains intact. In addition, Columbus Park includes architecturally significant elements by architects such as John S. Van Bergen, James Dibelka, and John Christensen.

Located in the Austin neighborhood on the west side of Chicago, it was conceived by the West Park Commission in 1912 as part of the expansion effort to develop recreational and cultural facilities for unserved densely populated neighborhoods, which were rapidly reaching westward. Columbus Park is bounded by West Adams Street to the north; South Central Avenue to the east; the I-290 Eisenhower Expressway to the south; and South Austin Boulevard to the west. The park's original boundaries were generally the same with the exception of its south boundary, which originally extended to Lexington Avenue. The 1953 construction of I-290 took the southernmost nine acres of the property for the interstate right-of-way, changing the south boundary of the park. Mature trees and dense vegetation along the park's south boundary partially obstructs views to I-290.

Columbus Park is historically significant because it embodies the Prairie School movement and Jensen's application of it to landscapes. Columbus Park is one of the finest examples of the movement and Jensen's most holistic and unique design that captures the spirit of the Midwest. Jensen's distinctly Midwestern style was inspired by the natural scenery of the region. Like Chicago's Prairie School architects, Jensen emphasized horizontality of the prairie landscape and celebrated the beauty of indigenous materials, such as native plants, natural-looking waterways reminiscent of prairie rivers, layered stonework emulating natural Midwestern bluffs, and large clearings representing the meadows. Columbus Park retains the significant elements of Jensen's design style by continuing his plant selection and maintaining his signature landmarks such as the stone paths, children's shelter, the council ring, and the waterfalls. Columbus Park retains integrity of location, design, materials, feeling, and association. It also retains integrity of setting, despite the loss of the southernmost nine acres to the interstate construction. The park's surrounding setting is not as important to conveying the property's significance and character-defining features as the setting within the park and the spatial relationships between its contributing elements, which comprise its historically significant viewsheds. Additionally, it retains integrity of setting to the north, east, and west and its relationship to the surrounding residential neighborhood.

#### **4.3.12.2 Preferred Alternative in Vicinity of Property**

Near Columbus Park, the majority of proposed work would occur outside of its NHL boundary. Between South Austin Boulevard and South Central Avenue, the existing profile of the interstate ascends from the “trench” under the South Austin Boulevard bridge and gradually becomes elevated over South Central Avenue. In this area, the Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which would be reconfigured to accommodate the two additional travel lanes. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No new right-of-way outside of the “trench” is required in this area; to construct the additional mainline travel lanes, a 10-foot strip of right-of-way would be required from the CTA Blue Line, which is adjacent to the existing adjacent I-290 right-of-way in the “trench.” The existing I-290 interstate right-of-way is located adjacent to Columbus Park’s south NHL boundary.

The South Austin Boulevard and South Central Avenue bridges in the vicinity of Columbus Park would be reconstructed in place with no perceptible grade changes to the bridges. The Austin Boulevard I-290 interchange would retain its existing center ramp termini, but be converted to conventional right-hand ramps. The interchange would also have pedestrian refuge islands installed between the ramps. Improvements would be made to its intersection with Garfield Street, south of I-290. The South Central Avenue interchange would retain its existing configuration with changes to the profile of its ramps. These profile changes would not be perceptibly visible. This proposed work would occur outside of Columbus Park’s NHL boundary within existing rights-of-way. No additional right-of-way or easements are required for the interchange or roadway improvements.

Within Columbus Park, two temporary easement areas are proposed along portions of the south NHL boundary near South Austin Boulevard (west end) and South Central Avenue (east end). At the west end, the temporary easement would be used to connect the existing trail within the park to a new 450-foot shared-use path through the park’s southwest corner. The shared-use path would connect to South Austin Boulevard and the proposed extension of the Illinois Prairie Path. At its terminus at South Austin Boulevard, a context-appropriate plaza treatment would be implemented. Landscaping improvements, including proposed tree plantings and earthen berms, would be implemented in this southwest corner of the park around the trail extension. At the east end, the temporary easement would be used to reconstruct a portion of the park’s existing trail with grading to address drainage issues and to construct new earthen berms for screening a portion of the expressway in the vicinity of the Central Avenue on-ramp. Landscaping improvements would also be implemented between the existing trail in-place and the park’s south boundary with I-290. No permanent easements and no new right-of-way is required within Columbus Park’s boundaries.

Per the traffic noise studies, there would be a decrease in traffic noise levels near Columbus Park with the Preferred Alternative, as shown in Table 1-1. No noise barriers are proposed to be implemented directly adjacent to the property’s south NHL

boundary, which is next to the I-290 interstate right-of-way, or within its historic boundaries. However, three approved noise barriers are in the vicinity of the property. The 15-foot B42 noise barrier would be located along the south I-290 right-of-way, directly south and across the existing I-290 interstate, CSX Railroad, and CTA Blue Line rights-of-way, east of South Austin Boulevard. Depending on the location, the B42 barrier would be between approximately 300 feet and 375 feet south of the property's south NHL boundary. Intervening mature trees and dense vegetation within the park property, and the interstate profile obscure views between the park, its contributing resources, and the noise barrier.

Between Lombard Avenue and South Austin Boulevard, the 17-foot B40 barrier would be located along the north side of the I-290 interstate right-of-way, approximately 95 feet southwest and across South Austin Boulevard from Columbus Park's southwest NHL boundary. Between South Central and Laramie Avenues, the 15-foot B44 barrier would be located within the existing I-290 interstate right-of-way between the eastbound and westbound travel lanes. It would be located approximately 280 feet southeast of the property's southeast NHL boundary; intervening mature trees within the park, the South Central Avenue entrance ramp to I-290, and the South Central Avenue bridge obstruct views between the park and the barrier. No other noise barriers were approved in this area.

#### **4.3.12.3 Effects Assessment**

Project implementation of the proposed shared-use path and landscape improvements would occur within the NHL boundaries of Columbus Park. This area of the park was altered in 1953 when the southernmost nine acres of the property was taken for the construction of I-290 and does not represent the extent of Jensen's original design intent at the south end of the park. However, the area does retain the two ridges originally created by Jensen to provide a sense of enclosure at the south end of the park; these would be retained as part of project implementation. The park has experienced modifications, alterations, and loss of original fabric in response to frequently changing community needs throughout its history. The proposed shared-use path and landscape improvements would be an alteration to the park, but they would not adversely affect the park's character-defining features or its ability to convey its historical significance under Criteria A and C. Therefore, no adverse effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect Columbus Park's integrity of setting. The -2 dB(A) decrease in traffic noise levels represents an auditory change to the property's setting, however, the decrease in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would be implemented within the existing interstate right-of-way; intervening mature trees and dense vegetation within and along the park's south boundary partially obstruct views

south to the interstate right-of-way and the additional travel lanes would not represent a substantial change to the property's setting or any historically significant viewsheds. The proposed shared-use path and landscape improvements would not adversely affect the property's integrity of setting and would represent a minor alteration to the park's south setting within the park. The path and landscape improvements would be a similar use to features already located here and would not detract from the original landscape design intent in this area.

The barriers would be visible from portions of the park property at the southeast and southwest corners; the barrier directly south and across I-290 would not be visible from the park due to the grade of I-290 in this area. Although the barriers would represent a visual change to the property's setting, they are located outside of the historic property boundary and views to I-290 from the park are not historically significant. The spatial relationships between contributing features in the park would be retained, as would the setting within the park. No historically significant viewsheds would be altered by the barriers, and therefore, the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling or association as an exceptionally important work of design and the masterpiece of landscape architect and conservationist Jens Jensen, reflecting the mature expression of his Prairie style philosophies in landscape architecture and programming components. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Columbus Park.



**Figure 4-40. Columbus Park**



View southeast along South Austin Boulevard toward southwest corner of Columbus Park and proposed shared-use path connection (at left, center), South Austin Boulevard bridge (at right), and I-290 Preferred Alternative (at center, right).

**Figure 4-41. Columbus Park**



View southwest along existing park trail from within Columbus Park toward its southwest corner and proposed shared-use path connection (center), South Austin Boulevard (at right), I-290 Preferred Alternative (at center), and B40 noise barrier location west of South Austin Boulevard.

**Figure 4-42. Columbus Park**



View west along existing park trail from within Columbus Park toward its southwest corner and proposed shared-use path connection (at center), South Austin Boulevard (at center), and I-290 Preferred Alternative (at right).

**Figure 4-43. Columbus Park**



View east along existing park trail from within Columbus Park toward its southeast corner and proposed landscape improvements (at center), South Central Avenue westbound ramp (at center), and I-290 Preferred Alternative (at center).



**Figure 4-44. Columbus Park**



View west along existing park trail from within Columbus Park toward proposed landscape improvements (at center), and I-290 Preferred Alternative (at left).

**Figure 4-45. Columbus Park**



View southwest along South Central Park Avenue toward southeast corner of Columbus Park (at right), I-290 Preferred Alternative (at left and center), and South Central Park Avenue bridge (at left).

### **4.3.13 Assumption Greek Orthodox Church**

See Appendix A and Figure 4-46 to Figure 4-48

#### **4.3.13.1 Historic Significance**

The Assumption Greek Orthodox Church is eligible for listing in the NRHP under Criterion C and Criteria Consideration A as an excellent example of the Byzantine architectural style applied to a religious building and designed by a local master architect. The building was constructed from 1937 until 1938 by Constantine Vlamis and designed by architect Peter E. Camburas. The Byzantine-style, three-story masonry structure has a cruciform footprint. Located within the residential Austin neighborhood in Chicago, the church is oriented west across South Central Avenue toward Columbus Park. It has proximate southwest views toward I-290 from the west-facing facade, though they are partially obstructed by mature trees in Columbus Park, and the South Central Avenue bridge; views directly south are blocked by the adjacent Loretto Hospital.

The building is historically significant for its design that exemplifies Byzantine design principles as applied to a religious building; its integrity of design, workmanship, materials, feeling, and association are important to expressing that significance and its character-defining features. The building retains integrity of location, design, materials, workmanship, feeling, and association. It retains moderate integrity of setting due to changes in its western viewshed in Columbus Park and the construction of I-290 in the 1950s south of the church, though views to I-290 are partially blocked by the intervening Loretto Hospital.

#### **4.3.13.2 Preferred Alternative in Vicinity of Property**

Near the Assumption Greek Orthodox Church, all proposed work would occur outside of its NRHP boundary. Between South Austin Boulevard and South Central Avenue, the existing profile of the interstate ascends from the “trench” under the South Austin Boulevard bridge and gradually becomes elevated over South Central Avenue. East of South Central Avenue, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. In this area, the Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way, which would be reconfigured to accommodate the two additional travel lanes. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 205 feet south of the property’s south NRHP boundary. No new right-of-way is required in this area.

The South Central Avenue bridge in the vicinity of Assumption Greek Orthodox Church would be reconstructed in place with improvements at its intersection with West Flournoy Street. The South Central Avenue interchange would retain its existing configuration with changes to the profile of its ramps. These profile changes would not be perceptibly visible. This work would occur within existing roadway right-of-way.

Per the traffic noise studies, there would be an increase in traffic noise levels near Assumption Greek Orthodox Church with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented directly adjacent or in front of the property. The nearest approved noise barrier to be implemented, the 15-foot B44 barrier, would be located within the existing I-290 interstate right-of-way between the eastbound and westbound travel lanes between South Central and Laramie Avenues. It would be located approximately 415 feet south of the property's south NRHP boundary. The intervening multi-story Loretto Hospital to the south obstructs views between the building and the noise barrier.

#### **4.3.13.3 Effects Assessment**

Project implementation would not adversely affect the Assumption Greek Orthodox Church's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would not adversely affect the property's integrity of setting. The Preferred Alternative's additional mainline travel lanes would not be visible from the building's west-facing facade because the South Central Avenue bridge walls block views to the travel lanes. Additionally, intervening mature trees and dense vegetation within Columbus Park block views southwest to I-290. The South Central Avenue bridge would be reconstructed in place with no substantial changes in grade; these grade changes would not be perceptibly visible.

Just east of South Central Avenue, the B44 noise barrier would be located within the I-290 right-of-way, in the median, between the eastbound and westbound travel lanes. Although views to the barrier from the property would largely be obstructed by the intervening multi-story Loretto Hospital, a small portion of the barrier may be visible from portions of the building's southeast corner, which projects slightly beyond Loretto Hospital. The building is oriented west toward Columbus Park and views south toward I-290 do not contribute to conveying the property's historical significance under Criterion C and Criteria Consideration A. No historically significant viewsheds would be altered by the additional mainline travel lanes, the reconstruction of the South Central Avenue bridge, or the noise barrier. Therefore, project implementation under the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of the Byzantine architectural style applied to a religious building and designed by a local master architect or its association with that style or architect. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Assumption Greek Orthodox Church.

**Figure 4-46. Assumption Greek Orthodox Church**



View south along South Central Avenue from west-facing facade (at left) toward I-290 Preferred Alternative (at center), South Central Avenue bridge (arrow location, at center), and Columbus Park (at right). B44 noise barrier location (left of arrow location, east of South Central Avenue) within I-290 right-of-way, in median between eastbound and westbound travel lanes.

**Figure 4-47. Assumption Greek Orthodox Church**



View northeast along I-290 Preferred Alternative westbound travel lanes, west of South Central Avenue, toward Loretto Hospital (at center, left) and Assumption Greek Orthodox Church (arrow location, at left). B44 noise barrier location (at right) within I-290 right-of-way, in median between eastbound and westbound travel lanes.



**Figure 4-48. Assumption Greek Orthodox Church**



View northeast along I-290 Preferred Alternative westbound travel lanes, east of South Central Avenue, toward Loretto Hospital (at left, center) and Assumption Greek Orthodox Church (arrow location, at left). B44 noise barrier location (at right) within I-290 right-of-way, in median between eastbound and westbound travel lanes.

#### **4.3.14 Garfield Park**

See Appendix A and Figure 4-49 to Figure 4-51

##### **4.3.14.1 Historic Significance**

Garfield Park is listed in the NRHP under Criteria A and C as one of three original parks of the West Park Commission that continually accommodated the recreational and cultural needs of the community and for significant landscape design and architecture by noted architects and landscape architects. Garfield Park began as one of the original pleasure grounds planned in 1869, and was developed by the West Park Commission beginning in 1871. The park was initially planned by William Le Baron Jenney; later additions and modifications were made in the 1880s by Oscar F. Dubuis, and the major redevelopment project occurred from 1905 to 1920 when Jens Jensen was brought on by the West Park Commission. Garfield Park became the setting for his process of experimentation in developing the Prairie style of landscape architecture. Located within a residential Chicago neighborhood, Garfield Park is a 184.72-acre site located north of I-290; the majority of the park and its contributing elements are located further north between West Jackson Boulevard and the Chicago & North Western Railroad and Lake Street.

Garfield Park is historically significant for its ability to evolve according to the recreational and cultural needs of the community, as well as its significance in landscape design and architectural history. Throughout its history, both landscape and buildings in Garfield Park have undergone modifications and lost original fabric in response to frequently changing community needs. Despite these alterations, essential character-defining features such as historic roads and paths, buildings, structures, landforms, water features, and some plant materials are intact. Overall, the Garfield Park landscape retains its highest integrity from the period in which Jensen contributed to the park between 1905 and 1920. The park's numerous contributing features continue to retain integrity of location, design, materials, workmanship, feeling, and association. The park also retains integrity of setting, despite alterations to its south boundaries nearest I-290 and the construction of I-290 in the 1950s. The park's surrounding setting is not as important to conveying the property's significance and character-defining features as the setting within the park and the spatial relationships between its contributing elements, which comprise its historically significant viewsheds.

##### **4.3.14.2 Preferred Alternative in Vicinity of Property**

Near Garfield Park, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-stripped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. From within the park, the existing I-290 interstate right-of-way is located approximately 95 feet south of the park's pedestrian path parallel to West 5<sup>th</sup> Avenue (a contributing feature) and partially obstructed by intervening mature



trees, dense vegetation, and buildings. The property's southwest NRHP boundary along Independence Boulevard and West Congress Parkway is located just outside of the I-290 right-of-way. No new right-of-way is required in this area for the re-striping.

Per the traffic noise studies, there would be an increase in traffic noise levels near Garfield Park with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. Four noise barriers were approved through the viewpoint solicitation process near the southernmost NRHP boundary of Garfield Park, which is north of West Congress Parkway. They are located on the north and south sides of the existing I-290 interstate right-of-way, east and west of South Independence Boulevard. Between South Pulaski Road and South Independence Boulevard, two 17-foot noise barriers would be located on the north and south sides of the interstate right-of-way. To the north, the B59 barrier would be located approximately 75 feet west of the property's west NRHP boundary along South Independence Boulevard at West Congress Parkway and approximately 255 feet from the pedestrian path parallel to West 5<sup>th</sup> Avenue (a contributing feature). To the south, the B60 barrier would be located approximately 65 feet southwest of the property's west NRHP boundary along South Independence Boulevard at West Harrison Street and approximately 450 feet southwest of the pedestrian path parallel to West 5<sup>th</sup> Avenue (a contributing feature).

Between South Independence and South Central Park Boulevards, the 17-foot B61 barrier would be located on the south side and the 15-foot B62 barrier would be located on the north side of the interstate right-of-way. The B61 barrier would be located just east of the property's east NRHP boundary along South Independence Boulevard at West Congress Parkway and approximately 95 feet south of the pedestrian path parallel to West 5<sup>th</sup> Avenue (a contributing feature). The B62 barrier would be located just east of the property's east NRHP boundary along South Independence Boulevard at West Harrison Street and approximately 395 feet south of the pedestrian path parallel to West 5<sup>th</sup> Avenue (a contributing feature).

#### **4.3.14.3 Effects Assessment**

Project implementation would not adversely affect Garfield Park's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area and partially blocked by existing vegetation. Although the additional mainline travel lanes may be visible from some portions of the park's southernmost NRHP boundary, they would consist of the existing pavement and right-of-way and would not represent a substantial change to

the property's setting or any historically significant viewsheds. Furthermore, the majority of the park and its contributing features are located much further north and away from I-290.

The barriers would be visible from portions of the park property at its southwest NRHP boundary and would represent a visual change to the property's setting in this area; however, they are located outside of the historic property boundary. Furthermore, views to I-290 are not historically significant or important to conveying the park's character-defining features. The spatial relationships between contributing features in the park would be retained, as would the setting within the park. No historically significant viewsheds would be altered by the barriers, and therefore, the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling or association as one of three original parks of the West Park Commission that continually accommodated the recreational and cultural needs of the community and for significant landscape design and architecture by noted architects and landscape architects. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Garfield Park.

**Figure 4-49. Garfield Park**



View south along South Hamlin Boulevard/South Independence Boulevard from within Garfield Park NRHP boundaries, north of West Congress Parkway (at center), toward I-290 Preferred Alternative and noise barrier locations east and west of South Independence Boulevard (arrow locations).

**Figure 4-50. Garfield Park**



View east along West Congress Parkway toward Garfield Park (at left), South Independence Boulevard (at center), and I-290 Preferred Alternative (at right). Noise barrier locations east and west of South Independence Boulevard (arrow locations).

**Figure 4-51. Garfield Park**



View south from West Jackson Boulevard within Garfield Park boundaries toward park baseball fields and I-290 Preferred Alternative (arrow location).

### **4.3.15 The Chicago Park Boulevard System Historic District**

See Appendix A and Figure 4-52 to Figure 4-54

#### **4.3.15.1 Historic Significance**

The Chicago Park Boulevard System Historic District is eligible for listing in the NRHP under Criteria A and C as the premier example of using landscape architecture and design to create a cohesive park and boulevard system throughout the Chicago urban landscape. The system is composed of designed parks linked by a series of landscaped boulevards and is nationally significant because of its association with the country's most influential architects and landscape architects. The Chicago Park Boulevard System was the first system of its kind designed on a major scale. The district consists of approximately twenty-six miles and contains more than 3000 properties. Only a small portion of the greater Chicago Park Boulevard System Historic District is located within the I-290 APE. It includes Garfield Park and continues south along South Independence Boulevard, passing over the I-290 expressway, toward Douglas Avenue and Douglas Park, both of which are outside of the APE.

The architecture of the Chicago Park Boulevard System Historic District represents the progression of Chicago's architectural styles from 1869 to 1946. The buildings along the boulevards and parks encompasses a multitude of buildings types and styles that were popular during the time that Chicago's park and boulevard system was developed. Buildings along the system were designed by architects such as Henry Ives Cobb, Shepley, Rutan & Coolidge, Holabird & Roche, Frank Lloyd Wright, Alfred Alschuler, Solon S. Beman, Eero Saarinen, and Mies van der Rohe. However, for the segment of the district located along the south side of Chicago's Midway Plaisance, where the University of Chicago expanded across from where the university was established in 1892, the period of significance for architecture extends to 1964. Historically significant properties within the APE date from 1872 to 1939 and include commercial, recreational, and residential buildings. Architectural styles along Independence Boulevard range from Italianate and Classical Revival row houses, Exotic Revival and twenty-first century apartment buildings. Within Garfield Park, architectural styles vary from Prairie School to Exotic Revival and date from the 1880s to the 1930s.

The Chicago Park Boulevard System Historic District is historically significant as a milestone in the development of integrated systems of parks and boulevards in Chicago. It retains integrity of location, setting, design, workmanship, materials, feeling, and association. Lighting, signage, and landscape treatments of the parks and boulevards has since changed since its inception, however, many alterations were guided by informed practitioners, sympathetic to the designs of the original architects and landscape architects. Despite these alterations, essential character-defining features such as its original size and configuration are intact. The buildings along the parks and boulevards have not undergone significant stylistic changes.

#### **4.3.15.2 Preferred Alternative in Vicinity of Property**

Near the Chicago Park Boulevard System Historic District, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is

slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-stripped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The district's NRHP boundary follows the contributing South Independence Boulevard, which crosses over the I-290 interstate right-of-way and extends south to West Polk Street. North of I-290, the existing I-290 interstate right-of-way is located approximately 150 feet south of the nearest contributing building at 412 South Hamlin Boulevard and approximately 95 feet south of the contributing Garfield Park. Both are partially obstructed by intervening non-contributing buildings, mature trees, and/or dense vegetation. South of I-290, the existing I-290 interstate right-of-way is located approximately 280 feet north of the nearest contributing building at 622-624 South Independence Boulevard. No new right-of-way is required in this area for the re-stripping.

Per the traffic noise studies, there would be an increase in traffic noise levels near the Chicago Park Boulevard System Historic District with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. Through the viewpoint solicitation process, four noise barriers were approved on the north and south sides of the existing I-290 interstate right-of-way, adjacent and just outside of the district's east and west NRHP boundaries along South Independence Boulevard. Between South Pulaski Road and South Independence Boulevard, two 17-foot barriers would be located on the north and south sides of the interstate right-of-way. To the north, the B59 barrier would be located just outside of the district's west NRHP boundary along South Independence Boulevard at West Congress Parkway and approximately 155 feet south of the contributing building at 412 South Hamlin Boulevard. To the south, the B60 barrier would be located just outside of the district's west NRHP boundary along South Independence Boulevard at West Harrison Street and approximately 285 feet north of the contributing building at 622-624 South Independence Boulevard.

Between South Independence and South Central Park Boulevards, the 17-foot B61 barrier would be located on the south side and the 15-foot B62 barrier would be located on the north side of the interstate right-of-way. The B61 barrier would be located just outside of the property's east NRHP boundary along South Independence Boulevard at West Congress Parkway and approximately 95 feet south of the contributing Garfield Park and approximately 325 feet southeast of the contributing building at 412 South Hamlin Boulevard. The B62 barrier would be located just outside of the district's east NRHP boundary along South Independence Boulevard at West Harrison Street and approximately 375 feet northeast of the contributing building at 622-624 South Independence Boulevard.

#### **4.3.15.3 Effects Assessment**

Project implementation would not adversely affect Chicago Park Boulevard System Historic District's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur, however, they would not adversely affect the district's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area and would have no effect to the district's integrity of setting. Although the additional mainline travel lanes may be visible from some portions of the park's southernmost NRHP boundary, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds. Furthermore, the majority of the district and its contributing features is located outside of the project limits for I-290.

The barriers would be visible from portions of the district and its nearest contributing buildings and would represent a visual change to the setting of the district and those properties in this area; however, they are located outside of the historic property boundary. Furthermore, views to I-290 are not historically significant or important to conveying the district's character-defining features or historical significance. No historically significant viewsheds would be altered by the barriers, and therefore, the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling or association as premier example of using landscape architecture and design to create a cohesive park and boulevard system throughout the Chicago urban landscape. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Chicago Park Boulevard System Historic District.



**Figure 4-52. Chicago Park Boulevard System Historic District**



View southwest along South Independence Boulevard at West Congress Parkway from within the Chicago Park Boulevard System Historic District's boundaries toward I-290 Preferred Alternative (at center). Noise barriers along I-290 north and south right-of-way (arrow locations).

**Figure 4-53. Chicago Park Boulevard System Historic District**



View northeast along West Harrison Street at South Independence Boulevard (at center) within Chicago Park Boulevard System Historic District boundaries toward I-290 Preferred Alternative (at left). Noise barriers along I-290 north and south right-of-way (arrow locations).

**Figure 4-54. Chicago Park Boulevard System Historic District**



View northwest along West Harrison Street at South Independence Boulevard (at center) within Chicago Park Boulevard System Historic District boundaries toward I-290 Preferred Alternative (at left). Noise barriers along I-290 north and south right-of-way (arrow locations).

### **4.3.16 First Church of the Brethren**

See Appendix A and Figure 4-55 to Figure 4-57

#### **4.3.16.1 Historic Significance**

First Church of the Brethren is eligible for listing in the NRHP under Criterion C and Criteria Consideration A as an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building and exemplifies late nineteenth-century revivalist architectural trends. Constructed in 1897, the building was designed by architect Daniel Everett Waid. The Tudor Revival-style, three-story, stone-masonry building has a crucifix footprint with a flat-roof tower at the corner of the street intersection. The church complex includes the original Tudor Revival church building and an unattached parsonage residence, both of which are stylistically similar and physically connected, as well as a Sunday school building executed in Romanesque Revival style. Located within a residential neighborhood at the northeast corner of South Central Park Avenue and West Congress Parkway, the building is oriented west toward vacant parcels. Its south side elevation faces I-290; dense vegetation along the north I-290 right-of-way partially obstructs views south to the expressway.

The building is historically significant for its expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building. The First Church of Brethren retains integrity of location, design, materials, workmanship, feeling, and association. The most notable change is the replacement windows in some areas, though these changes do not detract from the building's integrity. Its integrity of setting has been compromised by the presence of I-290, but the church complex continues to convey the importance of religion in the neighborhood in the late nineteenth century.

#### **4.3.16.2 Preferred Alternative in Vicinity of Property**

Near the First Church of the Brethren, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-stripped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 50 feet south of the building's south side elevation and south NRHP boundary. No new right-of-way is required in this area.

Per the traffic noise studies, there would be an increase in traffic noise levels near the First Church of the Brethren with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +1 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. Two noise barriers, the 15-foot B62 barrier and 9-foot B63 barrier, were approved through the viewpoint solicitation process near the First Church of the Brethren. Between South Independence Boulevard and South Central Park

Avenue, the 15-foot B62 noise barrier would be located along the north side of the existing I-290 interstate right-of-way, approximately 100 feet southwest of the building's southwest corner and NRHP boundary. Between South Central Park Avenue and Homan Avenue, the 9-foot B63 noise barrier would be located along the north side of the existing I-290 interstate right-of-way, approximately 50 feet south of the building's south side elevation and NRHP boundary.

#### **4.3.16.3 Effects Assessment**

Project implementation would not adversely affect First Church of the Brethren's integrity of setting. The +1 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of First Church of the Brethren, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area and partially blocked by existing vegetation. Although the additional mainline travel lanes may be visible from some portions of the building, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds.

The B62 noise barrier, located southwest of the building along the north I-290 right-of-way, would be visible from the building's west-facing facade and portions of its south-side elevation, obstructing views to and from the property. The B63 noise barrier, located directly south of the building along the north I-290 right-of-way would be visible from the building's south side elevation and portion of its east rear elevation. Although the noise barriers would represent a visual change to the property's setting, they would not alter any historically significant viewsheds since none remain south of the property due to the prior construction of the expressway in the 1950s. Furthermore, the noise barriers are located outside of the historic property boundary and setting is not as important to conveying the property's significance and character-defining features under Criterion C as its integrity of design, workmanship, materials, feeling, and association. Therefore, the barriers would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of an expert interpretation of Tudor Revival architectural forms and ornament integrated into a religious building that exemplifies late nineteenth-century revivalist architectural trends or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to First Church of the Brethren.



**Figure 4-55. First Church of the Brethren**



View south along South Central Park Avenue toward west-facing facade (at left), West Congress Parkway (at center), and I-290 Preferred Alternative (at center). B62 noise barrier located just west of South Central Park Avenue along north I-290 right-of-way (arrow location at right). B63 noise barrier located just east of South Central Park Avenue along north I-290 right-of-way (arrow location at left).

**Figure 4-56. First Church of the Brethren**



View east along West Congress Parkway toward South Central Park Avenue (at center), west-facing facade (at left), and I-290 Preferred Alternative (at right). B62 noise barrier located just west of South Central Park Avenue along north I-290 right-of-way (arrow location at right). B63 noise barrier located just east of South Central Park Avenue along north I-290 right-of-way (arrow location at center).



**Figure 4-57. First Church of the Brethren**



View west along West Congress Parkway toward South Central Park Avenue (at center), south side elevation (at right), and I-290 Preferred Alternative (at left). B62 noise barrier located just west of South Central Park Avenue along north I-290 right-of-way (arrow location at center). B63 noise barrier located just east of South Central Park Avenue along north I-290 right-of-way (arrow location at left).

### **4.3.17 Altgeld Park Fieldhouse**

See Appendix A and Figure 4-58 to Figure 4-60

#### **4.3.17.1 Historic Significance**

The Altgeld Park Fieldhouse is eligible for listing in the NRHP under Criteria A and C as an excellent example of a Classical Revival-style public building, constructed for a neighborhood park, and associated with the innovative early twentieth-century trends in recreation in Chicago. The building was designed and constructed in 1929 by local architects Christian S. Michaelsen and Sigurd Anton Rognstad for the West Park Commission (later the Chicago Park District). The building is oriented west toward South Washtenaw Avenue and has a rectangular footprint and form. It is located in a residential neighborhood and set back from West Congress Parkway and I-290 to the north. Mature trees along the park's north boundary at West Congress Parkway partially obstruct views north.

The Altgeld Park Fieldhouse is historically significant for its association with early twentieth-century recreational trends in Chicago and as an excellent example of a Classical Revival-style public building, constructed for a neighborhood park. The building retains integrity of location, design, materials, workmanship, feeling, and association. It also retains moderate integrity of setting, which is diminished to the north by the presence of I-290, which was constructed in the 1950s.

#### **4.3.17.2 Preferred Alternative in Vicinity of Property**

Near the Altgeld Park Fieldhouse, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 160 feet north of the building's north side elevation and north NRHP boundary while the nearest eastbound travel lanes are located approximately 230 feet north of the building's north side elevation. No new right-of-way is required in this area.

Per the traffic noise studies, there would be no change in traffic noise levels near the Altgeld Park Fieldhouse with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, one noise barrier was approved to be implemented through the viewpoint solicitation process near the property. Between South California Avenue and the Union Pacific Railroad, the 9-foot B72 noise barrier would be located along the south side of the existing I-290 interstate right-of-way, approximately 160 feet north of the building's north side elevation and north NRHP boundary.

#### **4.3.17.3 Effects Assessment**

Project implementation would have no adverse effect to the Altgeld Park Fieldhouse's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of Altgeld Park Fieldhouse, however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area and partially blocked by mature trees within the park. Although the additional mainline travel lanes may be visible from some portions of the building's north side elevation, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds.

The B72 noise barrier, located directly north of the building along the south I-290 right-of-way, would be visible from portions of the building's north side elevation, west-facing facade, and east rear elevation, partially obstructing views to and from the property. Although the barrier would represent a visual change to the property's setting, it is located outside of the historic property boundary and the setting outside of the park surrounding park property is not as important to conveying the property's significance and character-defining features under Criteria A and C as its integrity of design, workmanship, materials, feeling, and association. Additionally, no historically significant viewsheds would be altered because the building is oriented west, away from I-290, and none remain to the north due to the prior construction of the interstate in the 1950s. Therefore, the barrier would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example of a Classical Revival-style public building, constructed for a neighborhood park, or its association with that style or the innovative early twentieth-century trends in recreation in Chicago. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Altgeld Park Fieldhouse.

**Figure 4-58. Altgeld Park Fieldhouse**



View northeast along South Washtenaw Avenue toward west-facing facade (at right) and I-290 Preferred Alternative (at center). B72 noise barrier location (arrow location, at left) along south I-290 right-of-way.

**Figure 4-59. Altgeld Park Fieldhouse**



View east along West Congress Parkway at South Washtenaw Avenue toward north side elevation (at right) and I-290 Preferred Alternative (at left). B72 noise barrier location (arrow location, at left) along south I-290 right-of-way.



**Figure 4-60. Altgeld Park Fieldhouse**



View west along West Congress Parkway toward South Washtenaw Avenue, north side elevation (at left) and I-290 Preferred Alternative (at right). B72 noise barrier location (arrow location, at left) along south I-290 right-of-way.

### **4.3.18 Precious Blood Roman Catholic Church**

See Appendix A and Figure 4-61 to Figure 4-63

#### **4.3.18.1 Historic Significance**

Precious Blood Roman Catholic Church is eligible for listing in the NRHP under Criterion C and Criteria Considerations A and B as a complex of two religious buildings that convey significant design merit and exhibit an important juxtaposition. The 1907-1908 main church and school building is a significant example of a purpose-built religious institution intended for worship and education; its form and architectural detail convey these proposed uses. The adjacent ca. 1930 rectory is a good example of a Mediterranean Revival building. The buildings face north toward West Congress Parkway and I-290 near South Western Avenue. They are located in an early twentieth-century Chicago neighborhood

Precious Blood Roman Catholic Church is historically significant for its unique interpretation of Classical and Mediterranean Revival design applied to two religious buildings. Although the church was moved in 1930 when Western Avenue was widened, it was moved only 18 feet west and retains its original orientation, setting, and general environment. It also retains integrity of location. The complex retains moderate integrity of design, materials, workmanship, feeling, and association. Its integrity of setting has been compromised by the presence of I-290, but the church complex continues to convey the importance of religion and religious education in the neighborhood in the early twentieth century.

#### **4.3.18.2 Preferred Alternative in Vicinity of Property**

Near Precious Blood Roman Catholic Church, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-stripped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 50 feet north of the north NRHP boundary and approximately 60 feet north of the buildings' north-facing facades. No new right-of-way is required in this area.

Per the traffic noise studies, there would be no change in traffic noise levels near the Precious Blood Roman Catholic Church with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, two noise barriers were approved to be implemented through the viewpoint solicitation process near and directly in front of the property. Between South Maplewood and South Western Avenues, the 13-foot B74 noise barrier would be located along the south side of the existing I-290 interstate right-of-way, approximately 50 feet north of the buildings' north-facing facade and north NRHP boundary. Between South Western Avenue and South Oakley Boulevard, the 19-foot B75 noise barrier would be



located along the south side of the existing I-290 interstate right-of-way, approximately 160 feet northeast of the property's northeast NRHP boundary across South Western Avenue.

#### **4.3.18.3 Effects Assessment**

Project implementation would not adversely affect Precious Blood Roman Catholic Church's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of Precious Blood Roman Catholic Church; however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area. Although the additional mainline travel lanes may be visible from some portions of the building's north side elevation, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds.

The barriers would be visible from the buildings' north-facing facade and portions of the church's east side elevation and the rectory's west side elevation, obstructing views to and from the property. Although the barriers would represent a visual change to the property's setting, they are located outside of the historic property boundary and setting is not as important to conveying the property's significance and character-defining features under Criterion C as its integrity of design, workmanship, materials, feeling, and association as a church complex. Additionally, no historically significant viewsheds would be altered because none remain to the north due to the prior construction of the interstate in the 1950s. Therefore, the barriers would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a complex of two religious buildings that convey significant design merit and exhibit an important juxtaposition or their association with Classical and Mediterranean styles or the church's school-like form. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Precious Blood Roman Catholic Church.

**Figure 4-61. Precious Blood Roman Catholic Church**



View east along West Congress Parkway toward South Western Avenue (at center), north-facing facades of church complex's buildings (at right), and I-290 Preferred Alternative (at left). B74 noise barrier located west of South Western Avenue along north I-290 right-of-way (arrow location at left) directly in front of property.

**Figure 4-62. Precious Blood Roman Catholic Church**



View northwest along West Congress Parkway toward South Western Avenue (at center), north-facing facade and south side elevation of church (at left), and I-290 Preferred Alternative (at right). B75 noise barrier located east of South Western Avenue along north I-290 right-of-way (arrow location at right) northeast of property. B74 noise barrier located west of South Western Avenue along north I-290 right-of-way (arrow location at center) directly in front of property.

**Figure 4-63. Precious Blood Roman Catholic Church**



View north along South Western Avenue toward I-290 Preferred Alternative (at center) and south side elevation of church (at left). B75 noise barrier located east of South Western Avenue along north I-290 right-of-way (arrow location at right) northeast of property.

### **4.3.19 Tri-Taylor Historic District**

See Appendix A and Figure 4-64 to Figure 4-67

#### **4.3.19.1 Historic Significance**

The Tri-Taylor Historic District is listed in the NRHP under Criteria A and C as a neighborhood of intact and diverse residential buildings locally significant for their association with the “second settlement type” of neighborhood development in the late-nineteenth to early twentieth century in Chicago. Developed between 1872 and 1910 by several builders responding to the rapid need for housing for immigrants, the district is primarily residential, though it includes mixed residential and commercial development along West Taylor Street and part of Harrison Street. The architecture of the community reflects the growing affluence of its residents during the 1880s and includes unique architectural enclaves as well as finely preserved streetscapes typical of the time period. The district contains 360 contributing buildings and consists of a range of masonry row houses from the High-Victorian-style apartment buildings, and single family residences. The Tri-Taylor Historic District is bounded to the north by West Congress Parkway and I-290 with the majority of the district located southward and away from the expressway.

The Tri-Taylor Historic District is historically significant for its association with westward settlement of Chicago, particularly by immigrant groups, and because of its distinctive architectural styles and setting. Each street is unique depending on the time period it was developed and by whom it was designed. The Tri-Taylor Historic District retains integrity of location, design, workmanship, materials, feeling, and association. The setting to the north and east has been compromised by the prior construction of I-290 in the 1950s and newer redevelopment of nearby land.

#### **4.3.19.2 Preferred Alternative in Vicinity of Property**

Near the Tri-Taylor Historic District, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 40 feet north of the district’s north NRHP boundary along West Congress Parkway and approximately 55 feet from the north side elevation of the nearest contributing building at 501 South Claremont Avenue. No new right-of-way is required in this area.

Per the traffic noise studies, there would be no change in traffic noise levels near the Tri-Taylor Historic District with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, one noise barrier was approved to be implemented through the viewpoint solicitation process directly north of the district. Between Western Avenue and South Oakley Boulevard, the 19-foot B75 noise barrier would be located along the south side of the existing I-290

interstate right-of-way, approximately 40 feet north of the district's north NRHP boundary and approximately 55 feet north from the north side elevation of the nearest contributing building at 501 South Claremont Avenue.

#### **4.3.19.3 Effects Assessment**

Project implementation would not adversely affect the Tri-Taylor Historic District's integrity of setting. No auditory changes were identified for the district, and therefore, no effect to the district's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the district, but they would have no adverse effect to the district's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area. Although the additional mainline travel lanes may be visible from some portions of the district's contributing buildings nearest West Congress Parkway and I-290, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds. Further, the nearest contributing buildings are oriented east and west to each other along South Claremont Avenue and South Oakley Boulevard, away from I-290; as is the majority of the district.

North of the district, across West Congress Parkway and along the south I-290 right-of-way, the barrier would be visible from portions of the north side elevations of contributing buildings along South Claremont Avenue and South Oakley Boulevard and potentially from portions of the west-facing facades of contributing buildings along those same streets. However, these views north, northwest, and northeast toward I-290 are not as important to conveying the district's character-defining features or its historical significance under Criteria A and C as those views between contributing buildings within the district. The barrier and the additional mainline travel lanes would not alter any historically significant viewsheds as the setting within the district is more important to conveying the district's historical significance than the setting outside it, which is diminished by the prior construction of the interstate in the 1950s. Therefore, project implementation under the Preferred Alternative would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a neighborhood of late-nineteenth and early twentieth-century intact and diverse residential buildings, or their association with the styles contained within the district or the "second settlement type" of neighborhood development in the late-nineteenth to early twentieth century in Chicago. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to the Tri-Taylor Historic District.



**Figure 4-64. Tri-Taylor Historic District**



View north along South Claremont Avenue from contributing buildings within district toward West Congress Parkway and I-290 Preferred Alternative (at center). B75 noise barrier located along south I-290 right-of-way (arrow location at center) north of district.

**Figure 4-65. Tri-Taylor Historic District**



View east along West Congress Parkway from north district boundary at West Congress Parkway toward I-290 Preferred Alternative (at left) and contributing buildings along Claremont Avenue (at right). B75 noise barrier located along south I-290 right-of-way (arrow location at left) north of district.



**Figure 4-66. Tri-Taylor Historic District**



View west along West Congress Parkway from north district boundary at West Congress Parkway toward I-290 Preferred Alternative (at right) and contributing buildings along Claremont Avenue (at left, center). B75 noise barrier located along south I-290 right-of-way (arrow location at right) north of district.

**Figure 4-67. Tri-Taylor Historic District**



View west along West Congress Parkway from at South Oakley Boulevard toward district's northeast NRHP boundary at South Oakley Boulevard and West Congress Parkway (at left) and I-290 Preferred Alternative (at right). B75 noise barrier located along south I-290 right-of-way (arrow location at right center) north of district.

### **4.3.20 Crane Technical High School**

See Appendix A and Figure 4-68 to Figure 4-71

#### **4.3.20.1 Historic Significance**

Crane Technical High School is eligible for listing in the NRHP under Criteria A and C as a locally significant example of a Classical Revival style school building associated with the early twentieth-century trend toward vocational education and the development and expansion of those programs in the Chicago public school system. The building was designed and constructed in 1922 by Board of Education architect John C. Christensen. Located in a primarily residential neighborhood, the building is oriented north toward West Jackson Boulevard, away from I-290. The building's south rear elevation, which is partially comprised of the noncontributing ca. 1977 addition, faces south to I-290 and its east and west side elevations have proximate views to the interstate.

The building is historically significant for its Classical Revival architecture and its association with the development of vocational education in the early twentieth century. It retains integrity of location, setting, design, materials, workmanship, feeling, and association.

#### **4.3.20.2 Preferred Alternative in Vicinity of Property**

Near Crane Technical High School, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 50 feet south of the building's south rear elevation and south NRHP boundary.

Per the traffic noise studies, there would be a decrease in traffic noise levels near Crane Technical High School with the Preferred Alternative, as shown in Table 1-1. No noise barrier is proposed directly in front of or south of the property. Since the existing noise levels already approach or exceed the NAC noise level limits, two noise barriers was approved to be implemented in the vicinity of the property through the viewpoint solicitation process. Between South Western Avenue and South Oakley Boulevard, the 9-foot B76 noise barrier would be located along the north side of the existing I-290 interstate right-of-way, approximately 120 feet southwest of the building's southwest corner. Between South Leavitt Street and South Damen Avenue, the 11-foot B80 noise barrier would be located along the north side of the existing I-290 right-of-way, approximately 400 feet southeast of the building's southeast corner.

#### **4.3.20.3 Effects Assessment**

Project implementation would not adversely affect Crane Technical High School's integrity of setting. The -1 dB(A) decrease in traffic noise levels represents an auditory change to the property's setting, however, the decrease in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of Crane Technical High School; however, they would not adversely affect the property's integrity of setting. The Preferred Alternative additional mainline travel lanes, achieved through re-striping of the existing pavement, would be located within the existing I-290 right-of-way, which is slightly depressed below grade in this area. Although the additional mainline travel lanes may be visible from some portions of the building's south rear, east side, and west side elevations, they would consist of the existing pavement and right-of-way and would not represent a substantial change to the property's setting or any historically significant viewsheds.

The barriers would be visible from portions of the building's south rear, east side, and west side elevations. Although the barriers would represent a visual change to the property's setting, they are located outside of the historic property boundary and setting is not as important to conveying the property's significance and character-defining features under Criteria A and C as its integrity of design, workmanship, materials, feeling, and association. Additionally, the building is oriented north toward West Jackson Boulevard and away from I-290; its historically significant viewsheds are primarily located along West Jackson Boulevard and the viewshed south to I-290 does not contribute to the property's significance. Therefore, the barriers would not adversely affect the property's integrity of setting or any historically significant viewsheds, and the Preferred Alternative would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a locally significant example of a Classical Revival style school building or its association with that style or the early twentieth-century trend toward vocational education and the development and expansion of those programs in the Chicago public school system. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no adverse effect** to Crane Technical High School.

**Figure 4-68. Crane Technical High School**



View northeast along I-290 Preferred Alternative and South Oakley Boulevard toward building's south rear elevation (at left). B80 noise barrier located along south I-290 right-of-way (arrow location at left center) southeast of property.

**Figure 4-69. Crane Technical High School**



View northwest along I-290 Preferred Alternative and South Oakley Boulevard toward building's south rear and east side elevations (at right). B76 noise barrier located along south I-290 right-of-way (arrow location at left center) southwest of property.



**Figure 4-70. Crane Technical High School**



View west along West Van Buren Street toward South Oakley Boulevard (at center), I-290 Preferred Alternative (at left), and building's south rear elevation (at right). B76 noise barrier located along south I-290 right-of-way (arrow location at left center) southwest of property.

**Figure 4-71. Crane Technical High School**



View south along South Oakley Boulevard toward West Jackson Boulevard (at center), building's north-facing facade and west side elevation (at left), and I-290 Preferred Alternative (at center).

### **4.3.21 Louis Pasteur Memorial**

See Appendix A and Figure 4-72 to Figure 4-74

#### **4.3.21.1 Historic Significance**

The Louis Pasteur Memorial is eligible for listing in the NRHP under Criterion C and Criteria Considerations B and F as an excellent and rare example of Leon Hermant's work as a sculptor in Chicago as his only known public freestanding sculpture in Chicago. The bust and human forms are unique freestanding public works executed in the Art Deco style. The memorial was designed in 1928 by Hermant and architect Edward Bennett for Grant Park, where it was originally located. The statue honors French chemist Louis Pasteur and his achievements in medicine. In 1946, the memorial was moved to Convalescent Park by the West Side Medical Center Commission as part of an effort to renovate the City's west side medical district. Today, the statue remains in front of the Cook County Hospital Administration Building within the Illinois Medical District neighborhood. It is located within a block of greenspace bound by West Congress Parkway, South Wood Street, West Harrison Street, South Wolcott Avenue, and Ogden Avenue. The memorial is oriented south toward the Cook County Hospital Administration Building, which is located south across West Harrison Street, and away from I-290. The spatial relationship between the memorial and the Cook County Hospital Administration Building and its park-like setting are integral to its setting.

The Louis Pasteur Memorial is historically significant for its Art Deco-style bust and human forms designed by sculptor Leon Hermant as his only freestanding sculpture in Chicago. Despite some deterioration due to poor maintenance, original materials continue to convey Hermant's original design intent. Therefore, the Louis Pasteur Memorial retains integrity of design, materials, workmanship, feeling, and association. The memorial was moved to its current location in 1946 and does not retain its original location or setting of Grant Park. Since 1946, the immediate park-like setting of the greenspace surrounding the memorial has not substantially changed, nor has its spatial relationship with the Cook County Hospital Administration Building to its south. However, its greater setting was substantially altered by the construction of I-290 to the north in the 1950s, the demolition of buildings in the 1980s that were part of the block of greenspace surrounding the memorial, and the more recent demolition and replacement of buildings to its east. Consequently, the memorial does not retain integrity of setting.

#### **4.3.21.2 Preferred Alternative in Vicinity of Property**

Near the Louis Pasteur Memorial, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-striped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No additional right-of-way is required. The existing I-290 interstate right-of-way is located approximately 125 feet



north of the memorial's north side and NRHP boundary, across greenspace and West Congress Parkway.

Per the traffic noise studies, there would be no change in traffic noise levels near the Louis Pasteur Memorial with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, one noise barrier was approved to be implemented directly north of the property through the viewpoint solicitation process. Between West Ogden and South Ashland Avenues, the 13-foot B83 noise barrier would be located along the south side of the existing I-290 interstate right-of-way, across West Congress Parkway, approximately 125 feet north of the memorial's north side.

#### **4.3.21.3 Effects Assessment**

Project implementation would have no effect to the Louis Pasteur Memorial's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. The memorial no longer retains integrity of setting or any historically significant viewsheds north toward I-290. Its orientation south, away from I-290, and its spatial relationship to the Cook County Hospital Administration Building and its park-like setting are more important to conveying its significance and character-defining features under Criterion C than its relationship with I-290 to the north. The Preferred Alternative additional mainline travel lanes would be located in the slightly depressed below grade right-of-way in this area and may be visible from some portions of the memorial, but they would not affect the property's setting or any historically significant intact viewsheds because it no longer retains integrity of setting north toward I-290.

The barrier located across West Congress Parkway and along the south I-290 right-of-way would be visible from the north, east, and west sides of the memorial, but these views are not historically significant viewsheds important to conveying the property's historic significance and character-defining features under Criterion C. The barrier would not block any historically significant views and would not affect the property's integrity of setting because it no longer retains integrity of setting. No visual effects to the property were identified. Therefore, project implementation under the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an Art Deco memorial or its association with that style or as an excellent and rare example of Leon Hermant's work as a sculptor in Chicago. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Louis Pasteur Memorial.

**Figure 4-72. Louis Pasteur Memorial**



View east along West Congress Parkway from West Ogden Avenue toward I-290 Preferred Alternative (at left), Louis Pasteur Memorial (arrow location at center, right), and Cook County Hospital Administration Building (at right). B83 noise barrier location along south I-290 right-of-way and existing fence (at left).

**Figure 4-73. Louis Pasteur Memorial**



View west along West Congress Parkway toward I-290 Preferred Alternative (at right) and Louis Pasteur Memorial (arrow location at left). B83 noise barrier location along south I-290 right-of-way and existing fence (at right).

**Figure 4-74. Louis Pasteur Memorial**



View north from West Harrison Street in front of Cook County Hospital Administration Building toward Louis Pasteur Memorial (arrow location at center) and I-290 Preferred Alternative (at center).

### **4.3.22 Cook County Hospital Administration Building**

See Appendix A and Figure 4-75 to Figure 4-77

#### **4.3.22.1 Historic Significance**

The Cook County Hospital Administration Building is listed in the NRHP under Criteria A and C as an excellent example of a Beaux Arts-style hospital administration building associated with the history of medicine, medical education, and public health in Chicago and nationwide. The Administration Building was built from 1912 to 1914 by John Griffiths & Sons and designed by Paul Gerhardt Sr. The eight-story masonry structure has a rectangular footprint, concrete foundation, granite and brick veneers, and terra cotta decorative elements. The building is located in the Illinois Medical District, approximately two miles west of downtown Chicago on a 6.5-acre site containing the Administration Building and later additions that comprise approximately the northern third of the block. The building is oriented north along West Harrison Street toward the Louis Pasteur Memorial and the block of greenspace bound by West Congress Parkway, South Wood Street, West Harrison Street, South Wolcott Avenue, and Ogden Avenue; I-290 is located north of these features.

The Cook County Hospital Administration Building is historically significant as a Beaux Arts-style building and for its association with the history of medicine, medical education, and public health in Chicago and the nation. The building retains moderate integrity of location, design, workmanship, materials, feeling, and association, despite alterations to the cornice and demolition of its south wings in 2008. The building's greater integrity of setting is substantially diminished by the construction of I-290 in the 1950s to the north and more recent demolition and redevelopment of surrounding properties to the northeast and northwest. The building retains its historically significant viewshed and spatial relationship with the Louis Pasteur Memorial in the block of greenspace immediately north and in front of the building.

#### **4.3.22.2 Preferred Alternative in Vicinity of Property**

Near the Cook County Hospital Administration Building, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-stripped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. No additional right-of-way is required. The existing I-290 interstate right-of-way is located approximately 415 feet north of the building's north-facing facade and north NRHP boundary.

Per the traffic noise studies, there would be no change in traffic noise levels near the Cook County Hospital Administration Building with the Preferred Alternative, as shown in Table 1-1. Since the existing noise levels already approach or exceed the NAC noise level limits, one noise barrier was approved to be implemented directly north of

the property through the viewpoint solicitation process. Between West Ogden and South Ashland Avenues, the 13-foot B83 noise barrier would be located along the south side of the existing I-290 interstate right-of-way, across West Harrison Street, the park-like greenspace containing the Louis Pasteur Memorial, and West Congress Parkway, approximately 415 feet north of the building's north-facing facade and north NRHP boundary.

#### **4.3.22.3 Effects Assessment**

Project implementation would have no effect to the Cook County Hospital Administration Building's integrity of setting. No auditory changes were identified for the property, and therefore, no effect to the property's setting would occur as a result of a change in traffic noise levels.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. Beyond the building's immediate spatial relationship with the Louis Pasteur Memorial and block of greenspace, which represents its remaining northern historically significant viewshed, the building's greater integrity of setting is substantially diminished by the prior construction of I-290 north of the greenspace as well as the demolition and redevelopment of properties to its northeast and northwest. Views to I-290 are not historically significant or important to conveying the building's character-defining features or significance under Criteria A and C. Its spatial relationship to the nearby Louis Pasteur Memorial and its park-like setting are more important to conveying its significance and character-defining features than its relationship to I-290. The Preferred Alternative additional mainline travel lanes would be located in the slightly depressed below grade right-of-way in this area and would be visible from the building, but they would not affect the property's setting or any historically significant viewsheds.

The barrier along the south I-290 right-of-way would also be visible from the building's north-facing facade, across West Harrison Street, the block of greenspace, and West Congress Parkway. However, the barrier would not represent an alteration to the property's setting given the eight-story building's scale and massing in comparison to the barrier and that it does not retain integrity of setting toward I-290. The barrier would not block any historically significant views and would not affect the property's integrity of setting. Therefore, project implementation under the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a Beaux Arts-style hospital administration building or its association with that style or the history of medicine, medical education, and public health in Chicago and nationwide. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Cook County Hospital Administration Building.



**Figure 4-75. Cook County Hospital Administration Building**



View northeast at intersection of West Harrison Street and South Wolcott Avenue toward I-290 Preferred Alternative (arrow location at left) and north-facing facade (at right).

**Figure 4-76. Cook County Hospital Administration Building**



View northwest at intersection of West Harrison and South Wood Streets toward I-290 Preferred Alternative, B83 noise barrier location (arrow location at right), and north-facing facade (at left).



**Figure 4-77. Cook County Hospital Administration Building**



View east along West Ogden Avenue bridge and I-290 Preferred Alternative (at left), B83 noise barrier location (arrow location at right), and north-facing facade (at right).

### **4.3.23 Chicago and Midwest Joint Board Building**

See Appendix A and Figure 4-78 to Figure 4-80

#### **4.3.23.1 Historic Significance**

The Chicago and Midwest Regional Joint Board Building is eligible for listing in the NRHP under Criteria A and C as a locally significant Art Deco-style building associated with the Amalgamated Clothing Workers of America in the 1920s. In 1927, the building was designed by Chicago architect Walter W. Ahlschlager and constructed by Paschen Bros. Construction Company. The Art Deco-style, five-story, masonry building has a rectangular footprint and its facade along South Ashland Avenue is oriented west. The building has an unobstructed view south toward I-290.

The Chicago and Midwest Regional Joint Board Building is historically significant as an Art Deco-style building associated with the growth of unions in the Chicago area in the 1920s. The Chicago and Midwest Regional Joint Board Building retains integrity of location, design, materials, workmanship, feeling, and association, despite minor alterations in the first-floor windows. Although the building borders the intact West Jackson Boulevard Historic District to the north, the building's facade and south elevation now face a modern gas station and I-290, respectively. The building retains moderate integrity of setting.

#### **4.3.23.2 Preferred Alternative in Vicinity of Property**

Near the Chicago and Midwest Regional Joint Board Building, all proposed work would occur outside of its NRHP boundary. In this area, the existing profile of the interstate is slightly depressed below the grade of the surrounding buildings. The Preferred Alternative would consist of an additional mainline travel lane in each direction within the existing I-290 interstate right-of-way. The existing pavement would be re-stripped from three lanes in each travel direction to accommodate four lanes in each travel direction. The inside lane in each travel direction would be managed as a HOT 3+ high occupancy/toll lane with provisions for Express Bus and High Capacity Transit. The existing I-290 interstate right-of-way is located approximately 60 feet south of the building's south side elevation and south NRHP boundary.

Per the traffic noise studies, there would be an increase in traffic noise levels near the Chicago and Midwest Regional Joint Board Building with the Preferred Alternative, as shown in Table 1-1. Although this is a noise impact under NEPA because it approaches or exceeds the NAC noise level limits, the +2 dB(A) change in traffic noise levels in this area would not be perceptible to the human ear. No noise barriers are proposed to be implemented directly adjacent or in front of the property's south side elevation and NRHP boundary, which is nearest the I-290 right-of-way. The nearest approved noise barrier to be implemented, the 13-foot B83 noise barrier, would be located along the south side of the existing I-290 interstate right-of-way between West Ogden and South Ashland Avenues. It would be located across the South Ashland Avenue bridge and I-290, approximately 450 feet southwest of the building's southwest corner and NRHP boundary.

#### **4.3.23.3 Effects Assessment**

Project implementation would have no effect to the Chicago and Midwest Regional Joint Board Building's integrity of setting. The +2 dB(A) increase in traffic noise levels represents an auditory change to the property's setting, however, the increase in noise would not be perceptible to the human ear and would not be a perceptible change that affects the property's integrity of setting or its ability to convey its historic significance.

Visual changes would occur in the vicinity of the property, but they would have no effect to the property's integrity of setting. The Preferred Alternative additional mainline travel lanes would be located in the slightly depressed below grade right-of-way in this area and would be visible from the building, but they would not represent a substantial visual change to the property's setting. Further, they would not alter any historically significant viewsheds as none remain south of the property due to the prior construction of the interstate in the 1950s and newer redevelopment of nearby properties.

Located southwest of the property and along the south I-290 right-of-way, across the South Ashland Avenue bridge and I-290 right-of-way, the barrier would be visible from portions of the building's west-facing facade and south side elevation. However, given the building's orientation west, the distance between the barrier and the building, and the scale of the building compared to the barrier, the barrier would not alter the property's setting or any historically significant viewsheds. No historically significant viewsheds would be altered, and therefore, project implementation under the Preferred Alternative would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an excellent example an early twentieth-century Art Deco-style building or its association with that style, or the growth of unions in the Chicago area in the 1920s. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

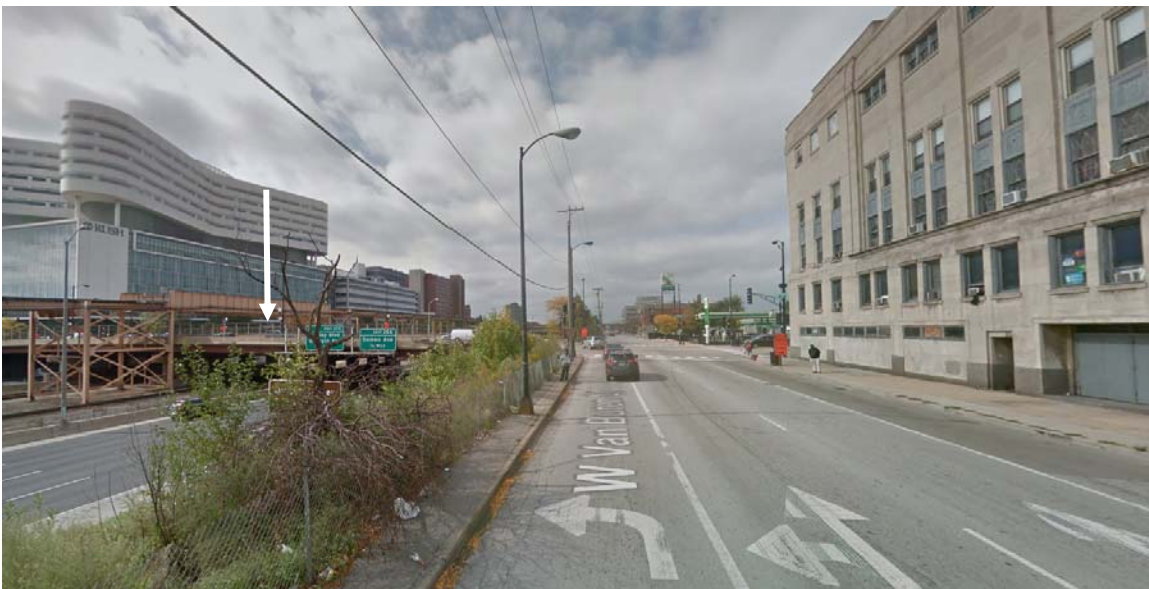
Based on this evaluation, the I-290 Eisenhower Expressway Preferred Alternative would have **no effect** to the Chicago and Midwest Regional Joint Board Building.

**Figure 4-78. Chicago and Midwest Regional Joint Board Building**



View south along South Ashland Avenue toward West Van Buren Street and I-290 Preferred Alternative (at center), and west-facing facade (at left). B83 noise barrier location along south I-290 right-of-way, west of South Ashland Avenue (arrow location at right).

**Figure 4-79. Chicago and Midwest Regional Joint Board Building**



View west along West Van Buren Street toward South Ashland Avenue, (at center), I-290 Preferred Alternative (at left), and south side elevation (at right). B83 noise barrier location along south I-290 right-of-way, west of South Ashland Avenue (arrow location at left).

**Figure 4-80. Chicago and Midwest Regional Joint Board Building**



View southeast along West Van Buren Street toward South Ashland Avenue, (at center), I-290 Preferred Alternative (at right), and west-facing facade and south side elevation (at left). B83 noise barrier location along south I-290 right-of-way, west of South Ashland Avenue (arrow location at right).

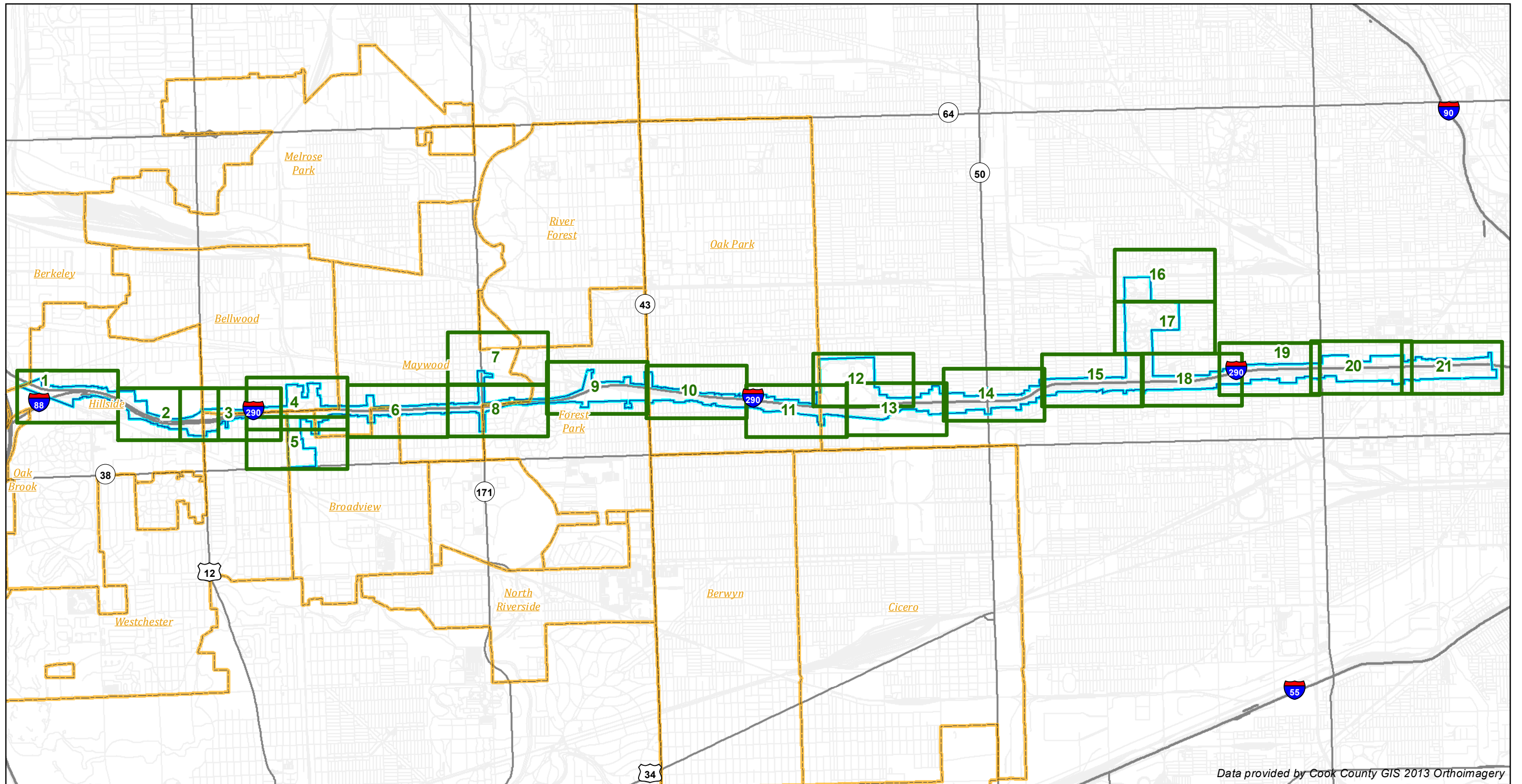
# *Appendix A*

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## Assessment of Effects Maps





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Data provided by Cook County GIS 2013 Orthoimagery

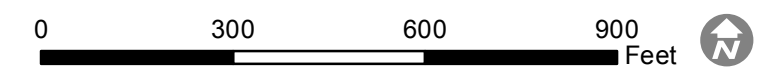
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-  Municipal Boundary
-  Area of Potential Effects

Date 3/29/2017

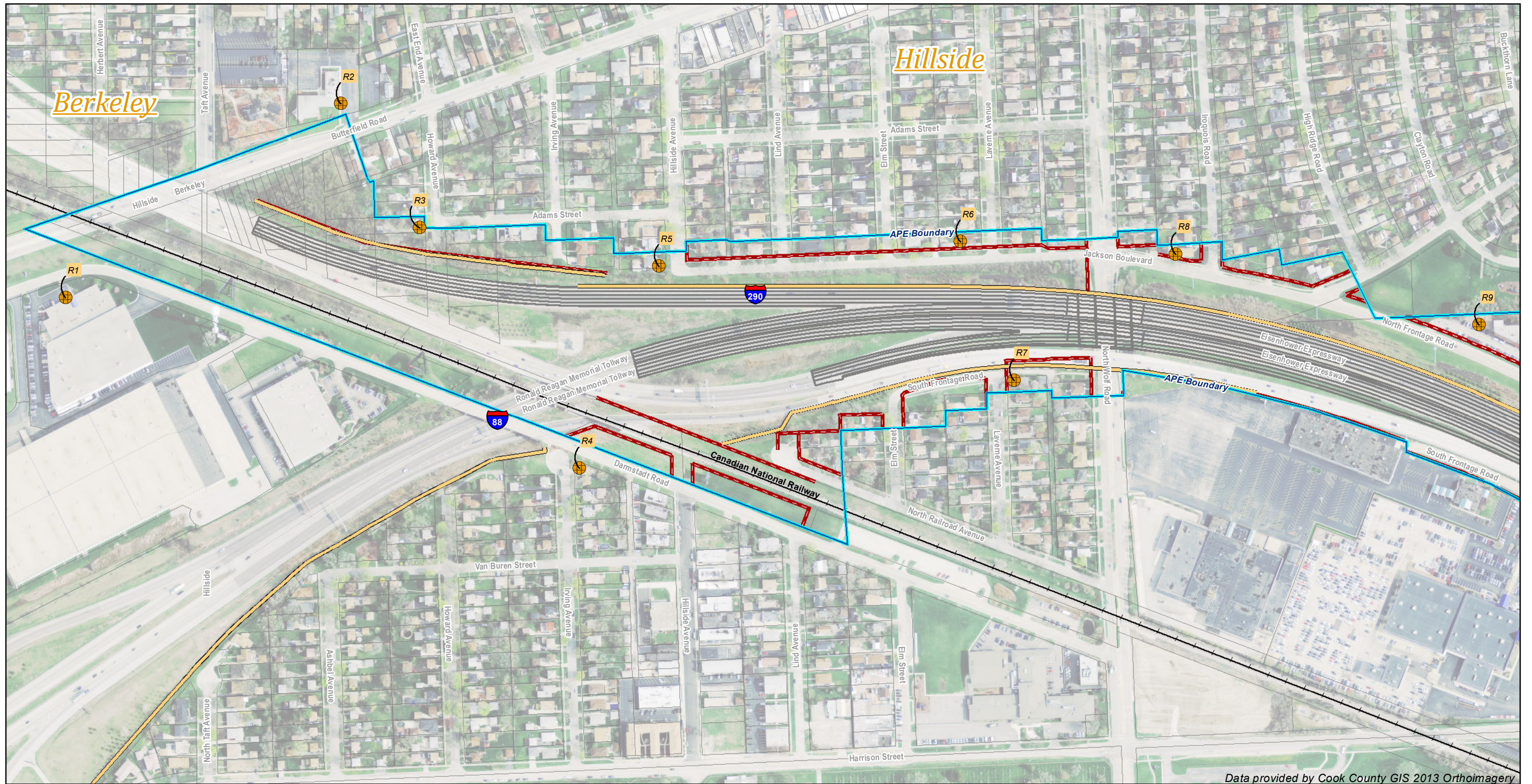


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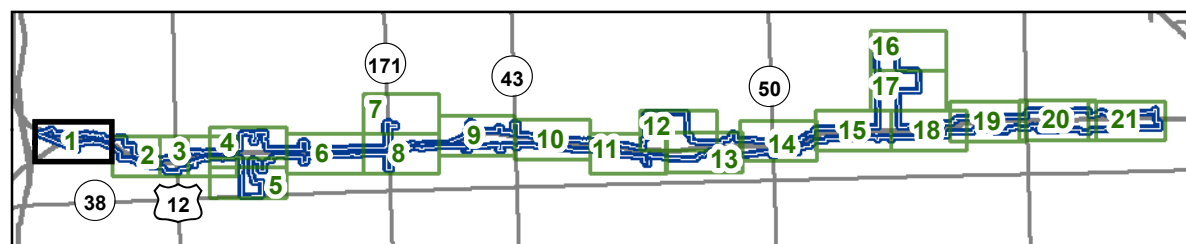
Sheet Index





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**Map Overview**



1 inch = 300 feet  
 0 300 600 900 Feet

**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

**Property's Assessment of Effect (#-# is the property ID)**

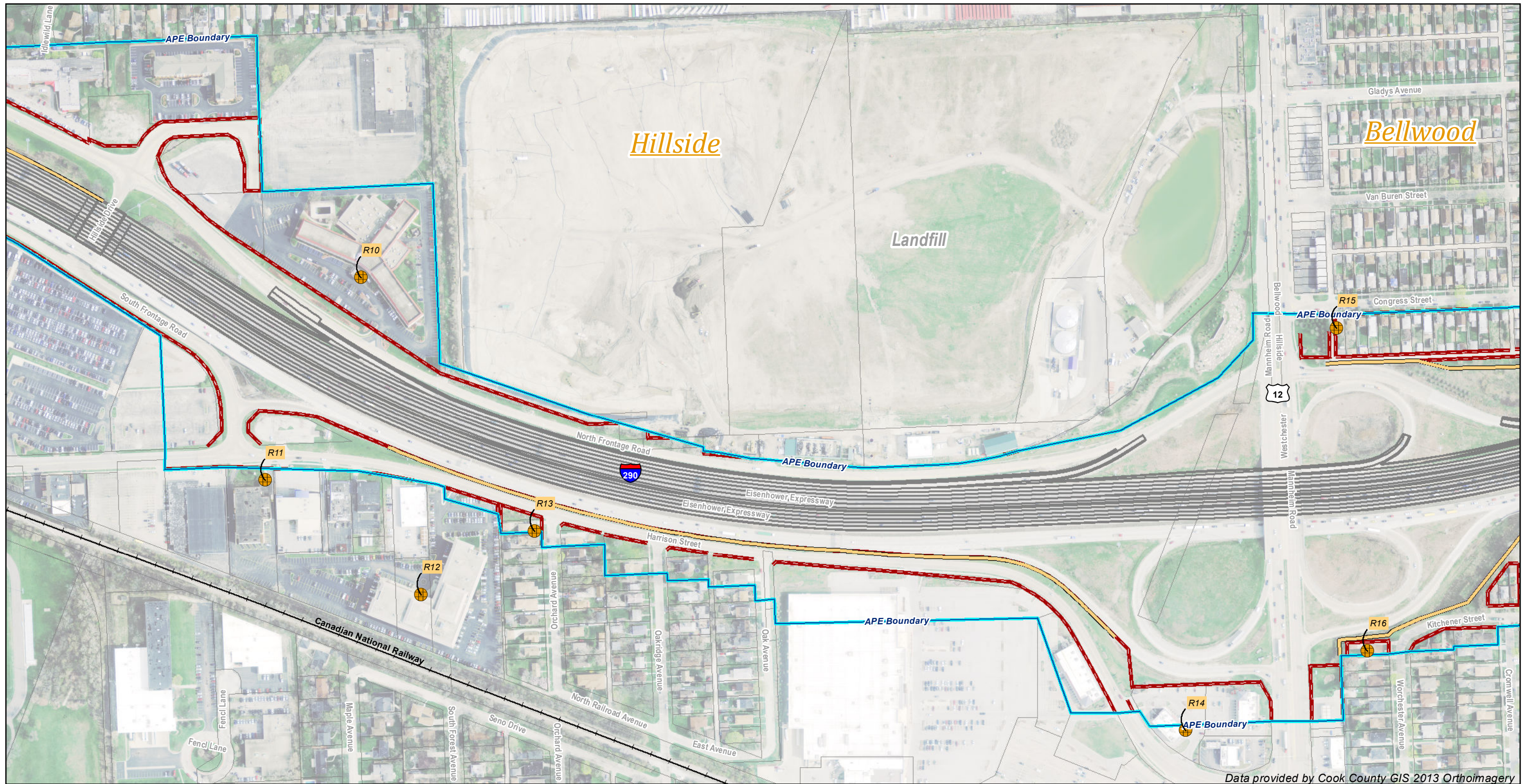
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- No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

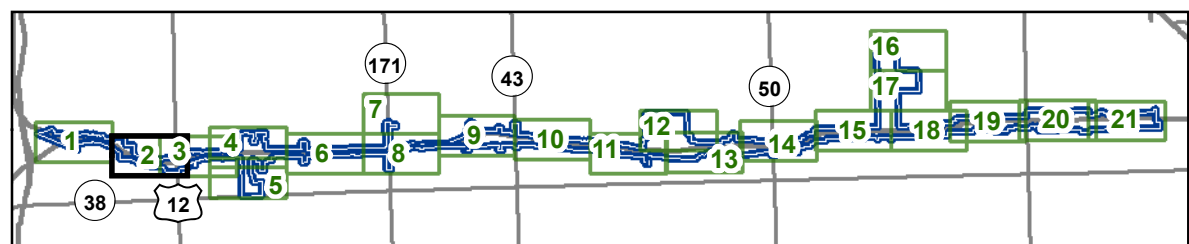






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



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**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

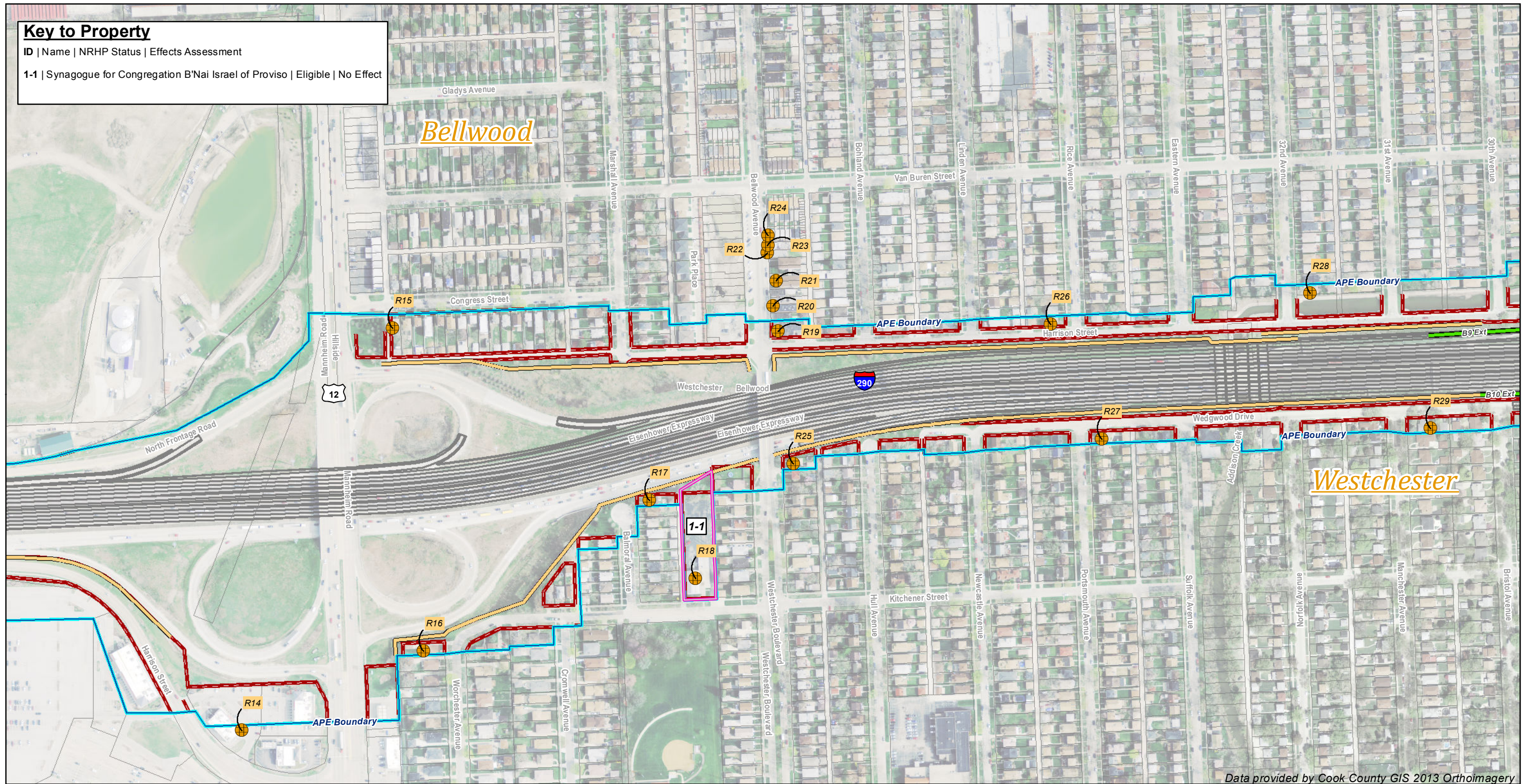




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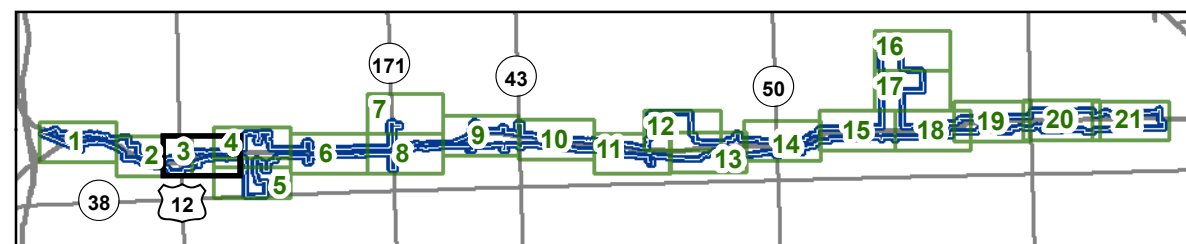
ID | Name | NRHP Status | Effects Assessment

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**Map Overview**



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- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

**Property's Assessment of Effect (#-# is the property ID)**

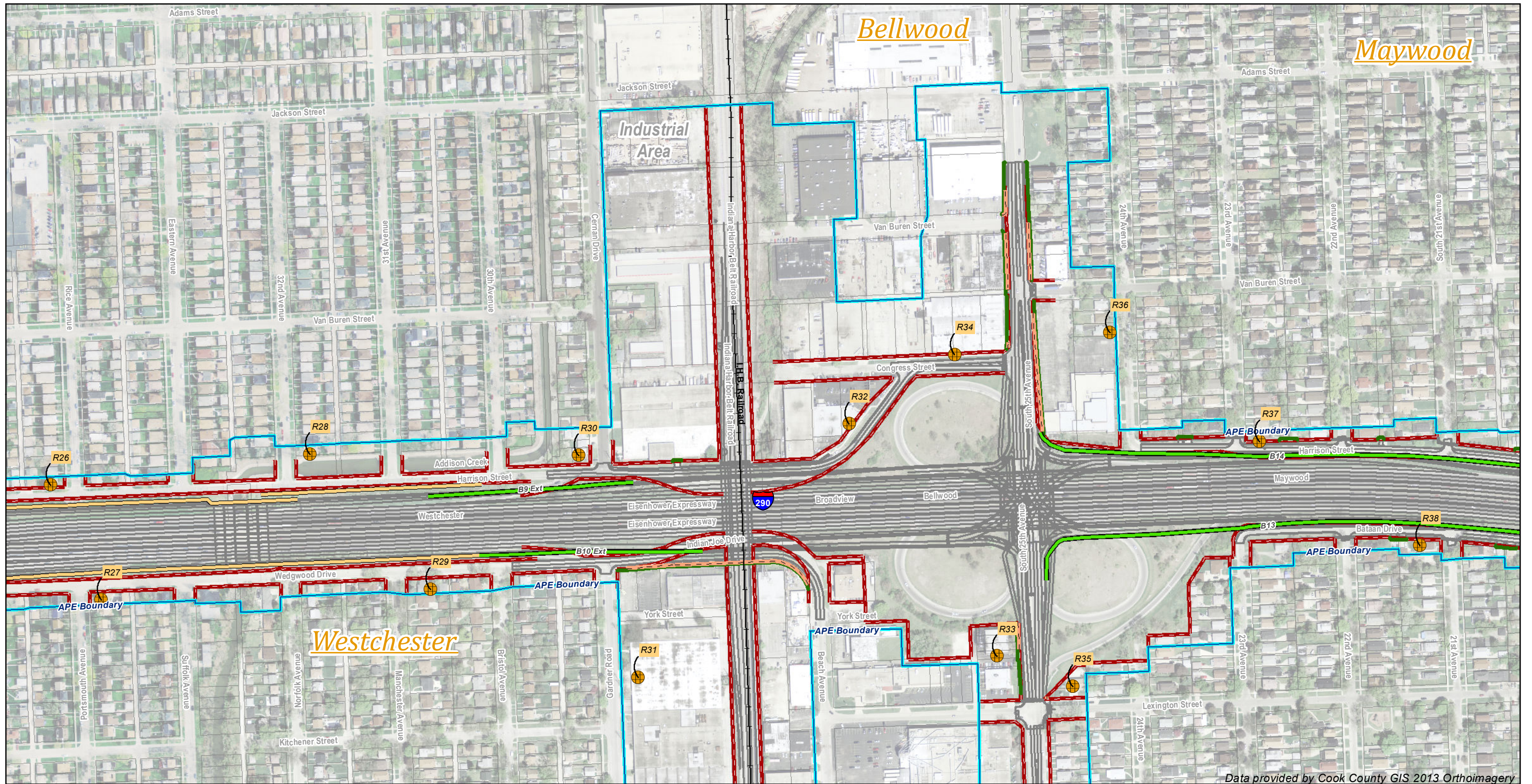
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- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

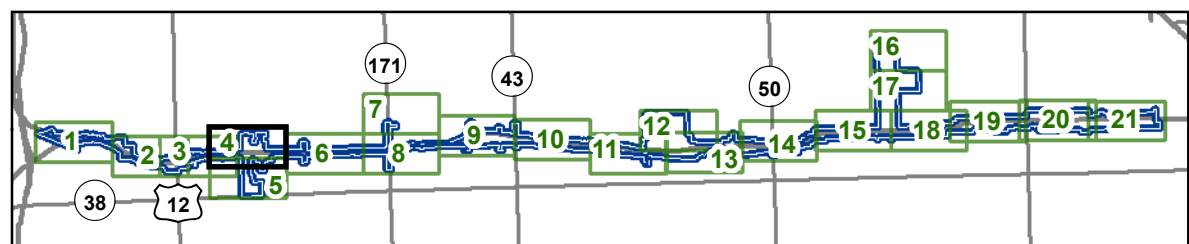






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



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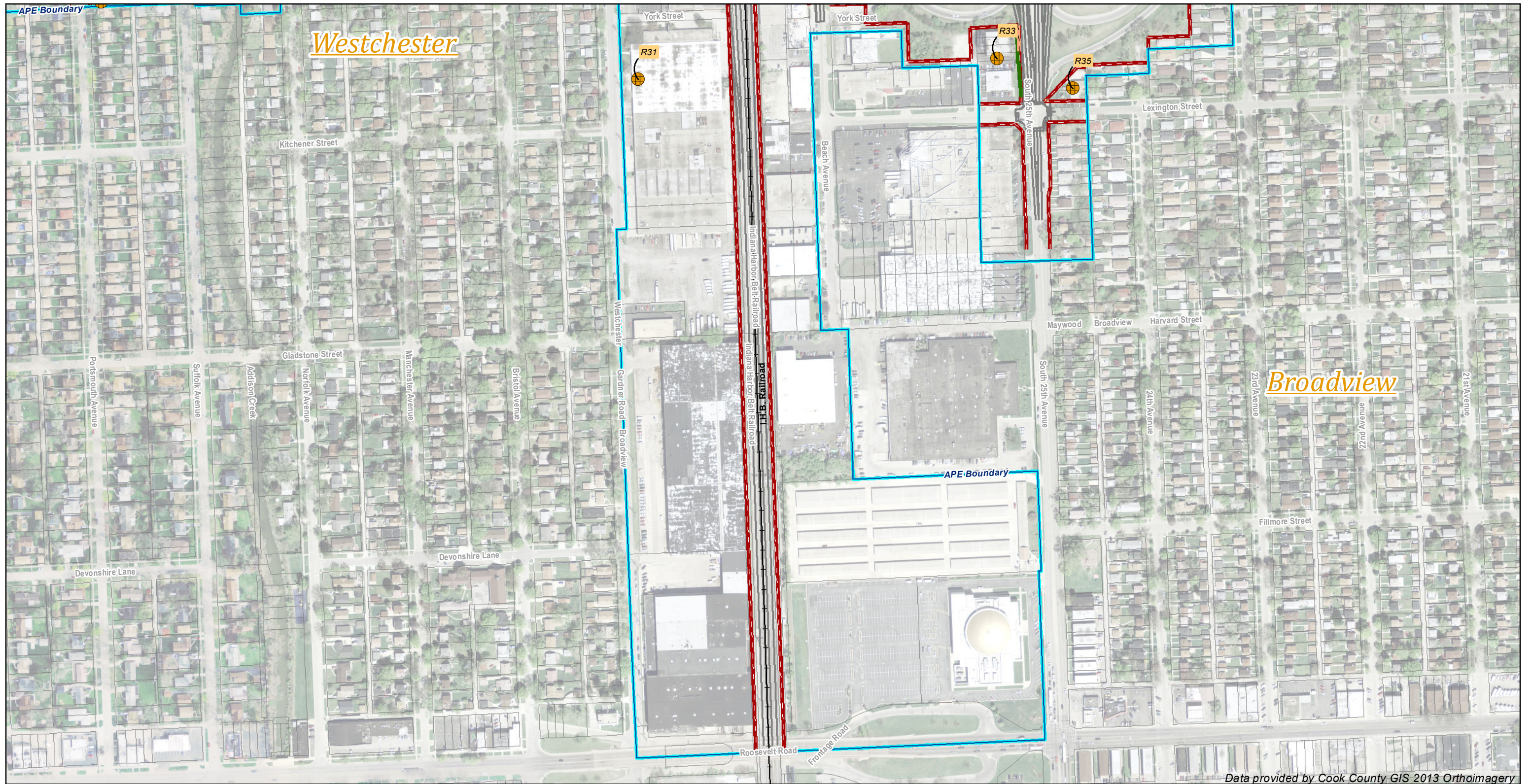
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- #-# No Effect
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- Approved Noise Barrier
- Existing Noise Barrier

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

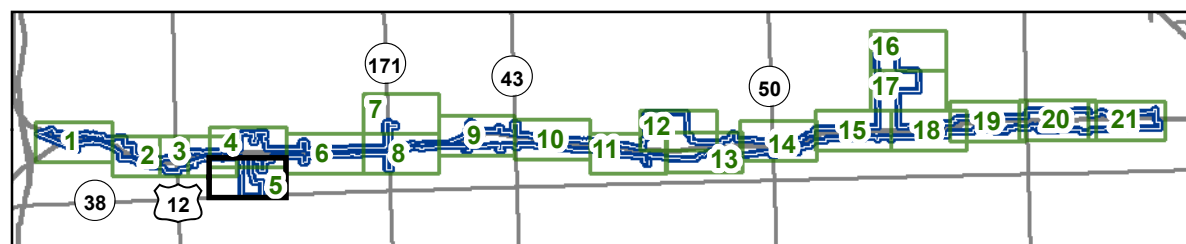






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



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**Legend**

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- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

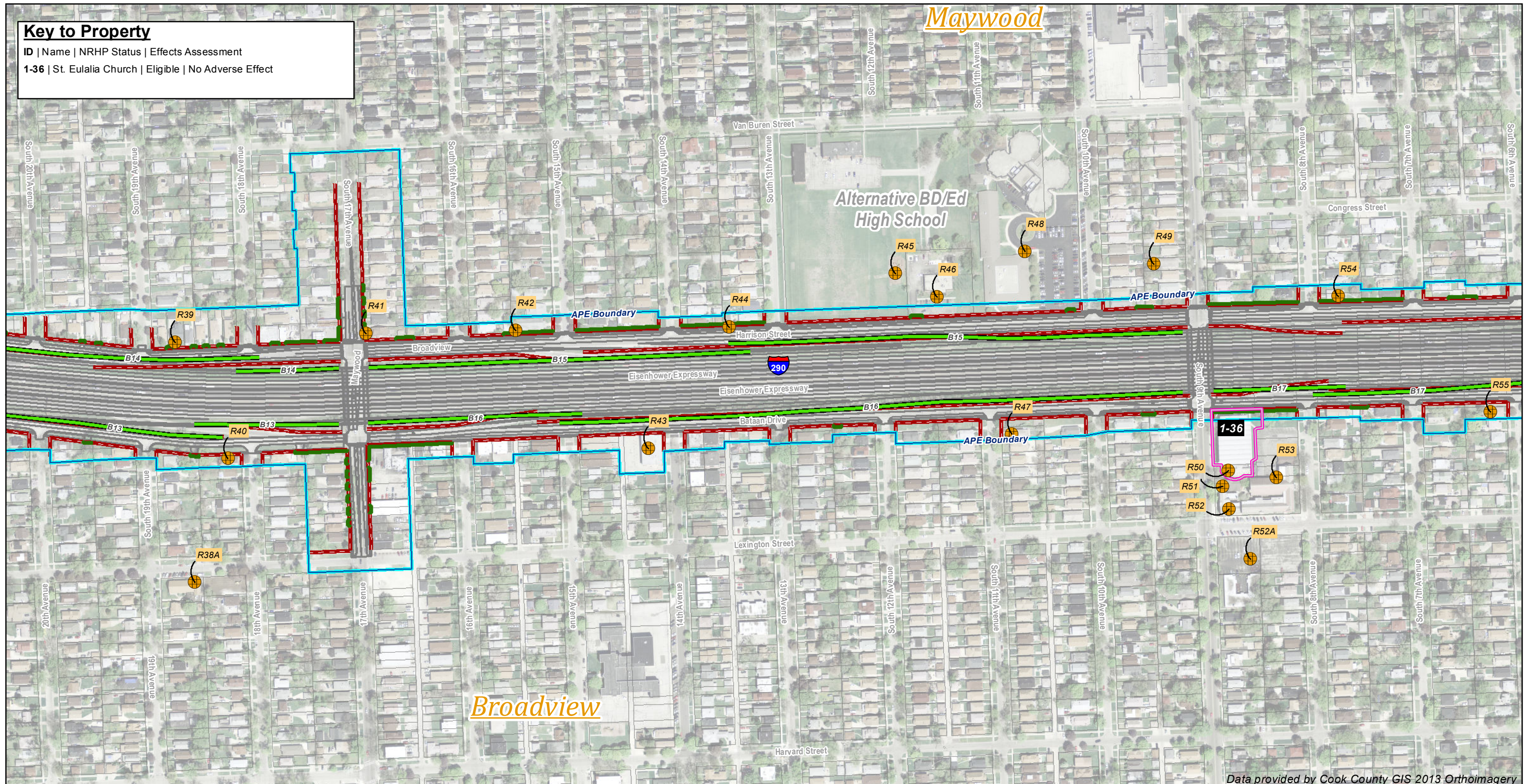




**Key to Property**

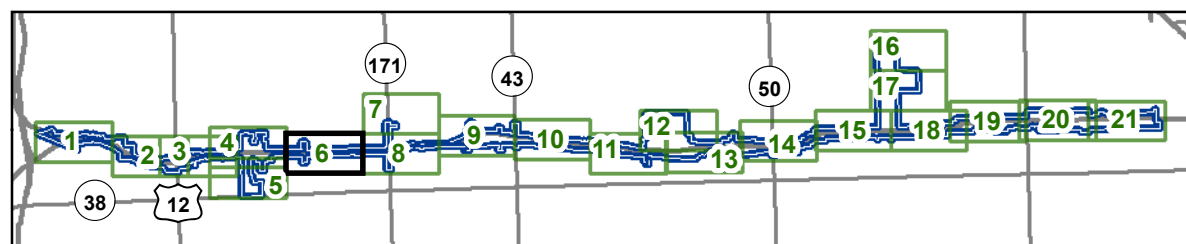
ID | Name | NRHP Status | Effects Assessment

1-36 | St. Eulalia Church | Eligible | No Adverse Effect

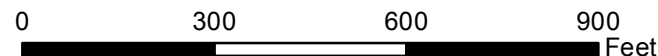


Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet



**Legend**

— Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

NRHP - Eligible Property

NRHP - Listed Property

Pending NRHP Listing Property (by others)

Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

No Adverse Effect

No Effect

Noise Receptor Site

Approved Noise Barrier

Existing Noise Barrier

Railroad

CTA Rail

Tax Parcel

Proposed Design

Proposed Right-of-Way

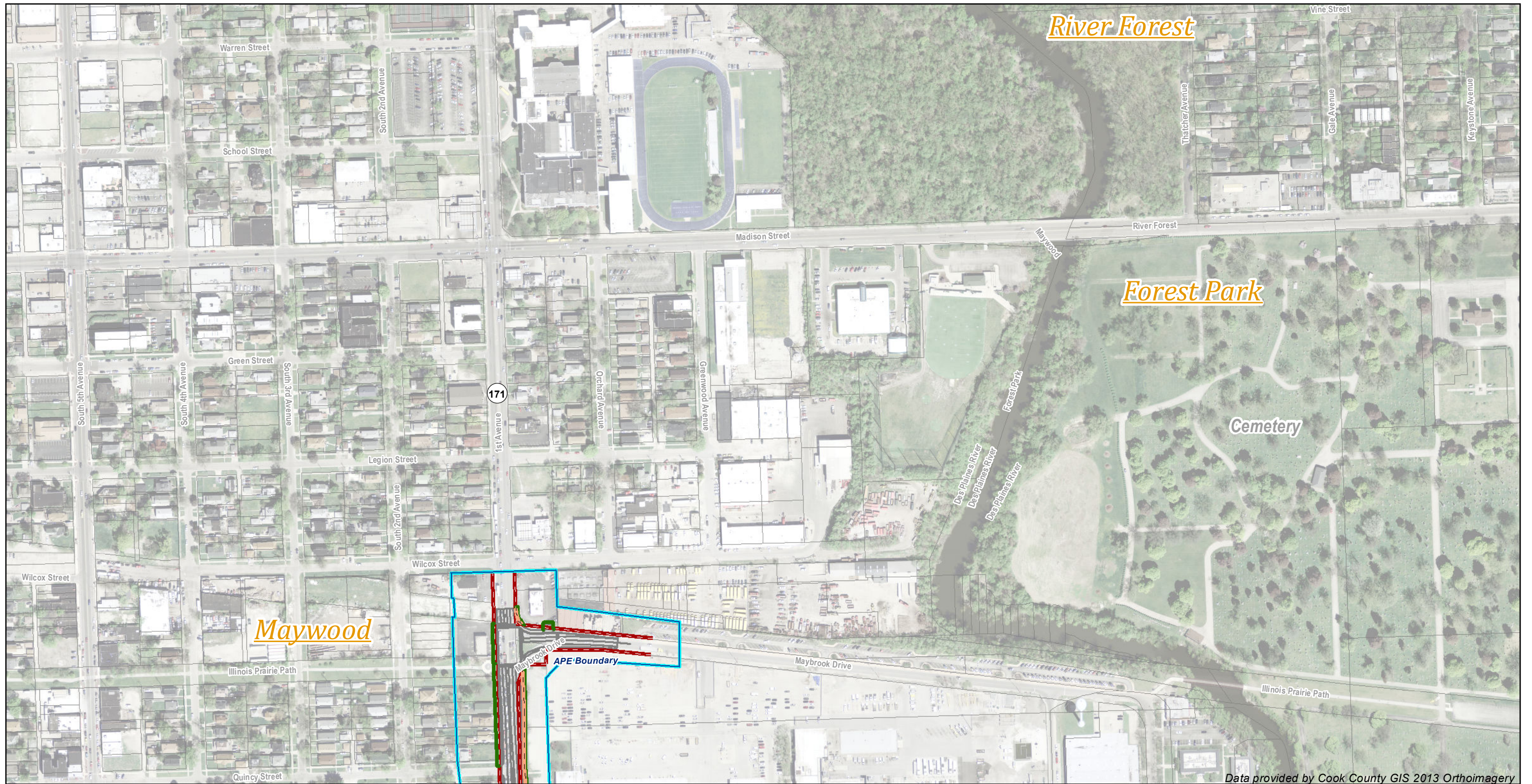
Temporary Easement

Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

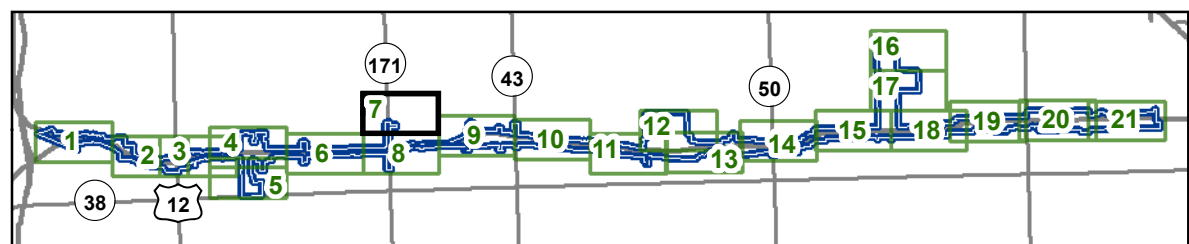






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet  
0 300 600 900 Feet

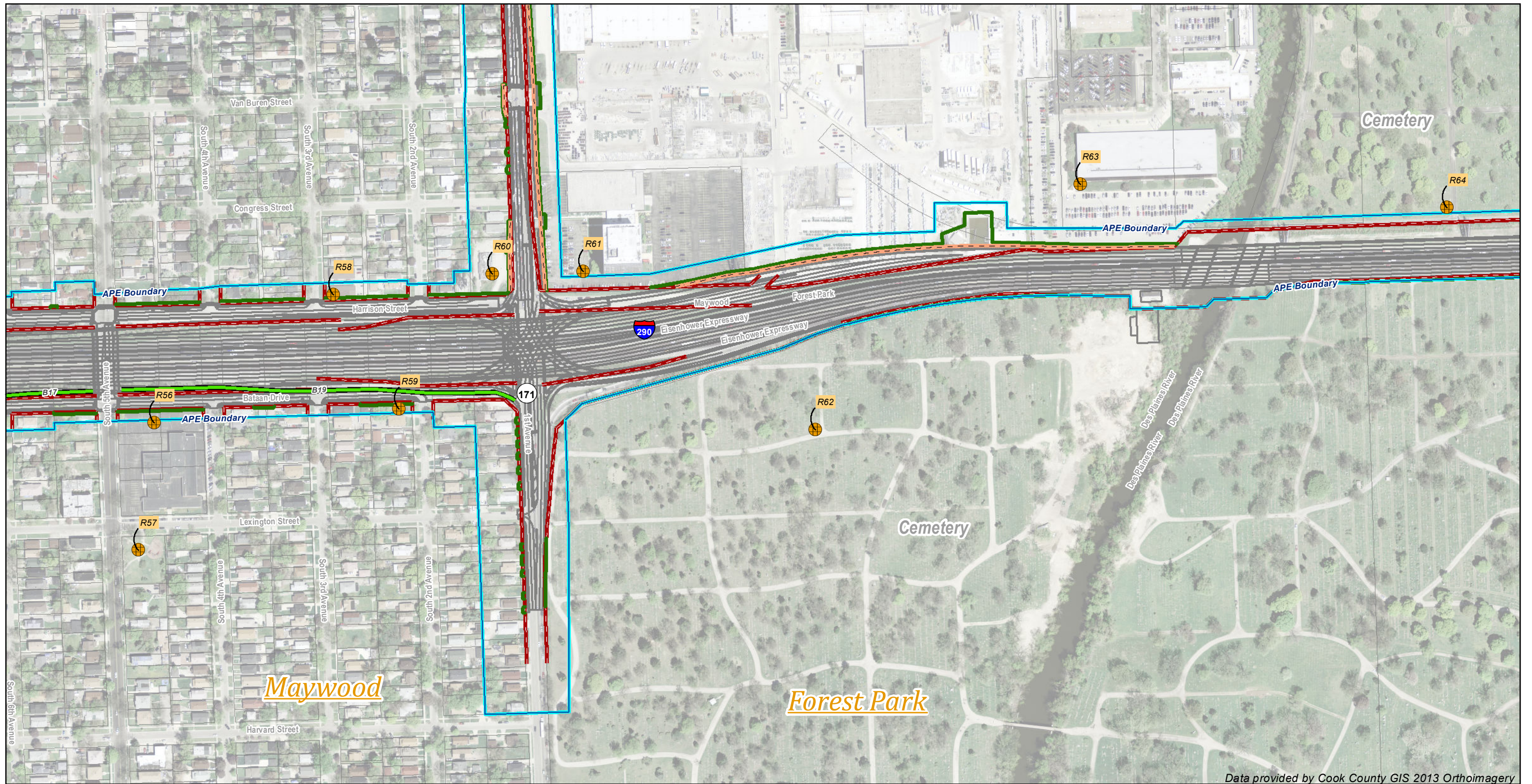
**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)
- Property's Assessment of Effect (## is the property ID)
- No Adverse Effect
- No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

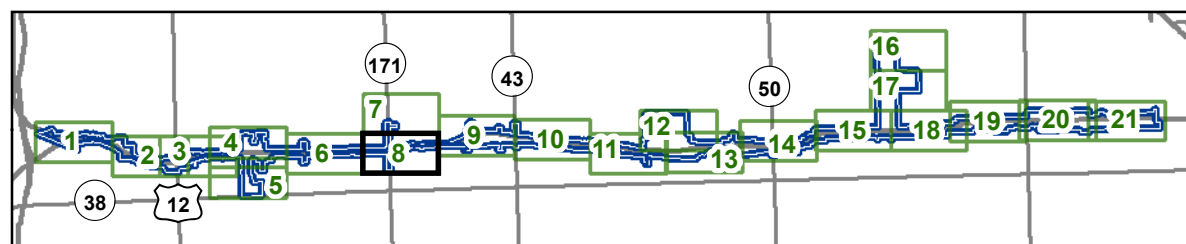






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet  
 0 300 600 900 Feet

**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

**Property's Assessment of Effect (#-# is the property ID)**

- #-# No Adverse Effect
- #-# No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

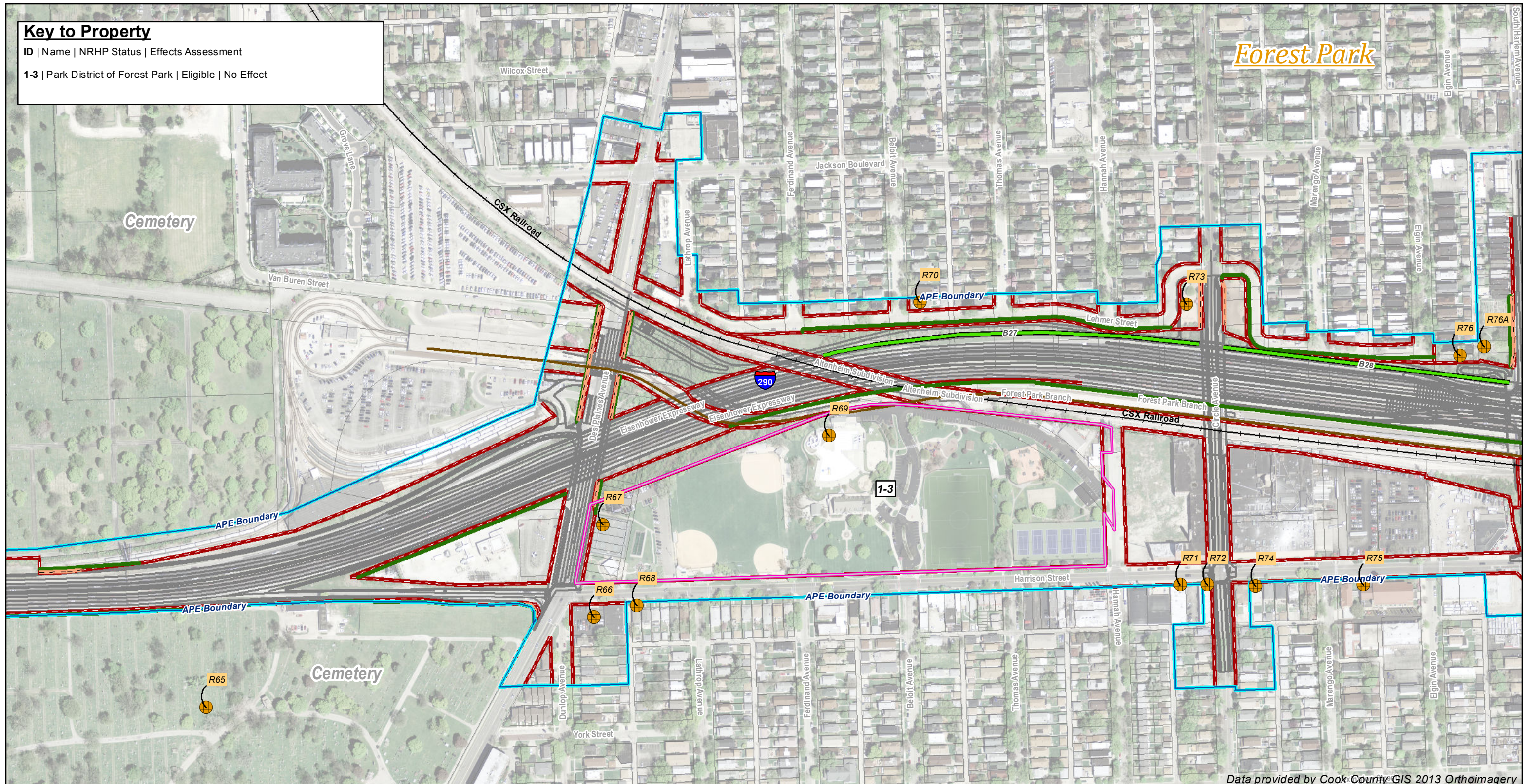
**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**





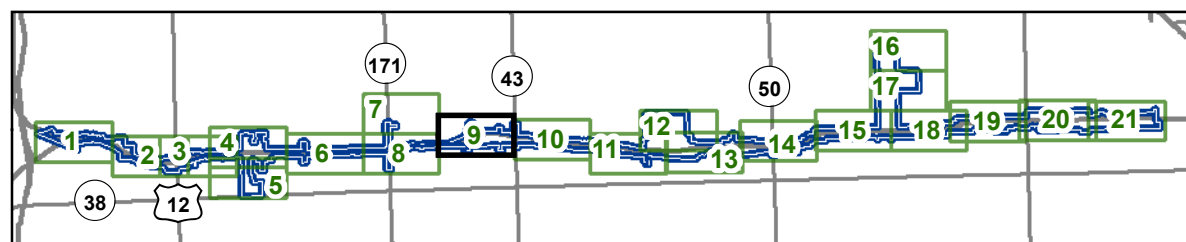
**Key to Property**

ID | Name | NRHP Status | Effects Assessment  
 1-3 | Park District of Forest Park | Eligible | No Effect



Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)

**Property's Assessment of Effect (#-# is the property ID)**

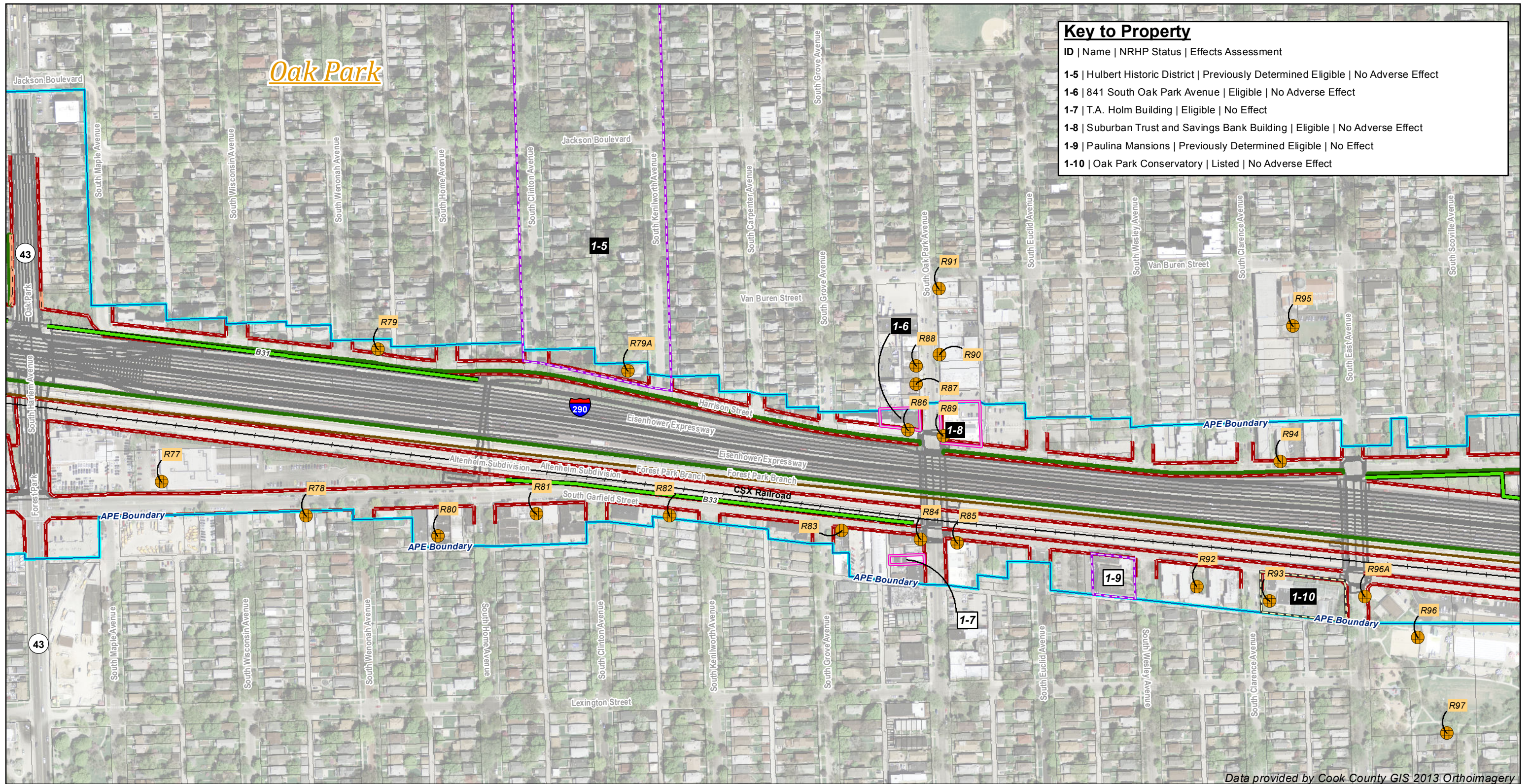
- No Adverse Effect
- No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

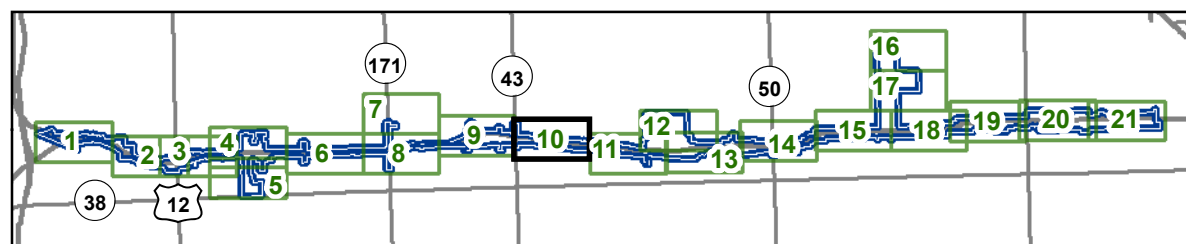
**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**







**Map Overview**



1 inch = 300 feet  
 0 300 600 900 Feet

**Legend**

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- Property's NRHP Eligibility Determination
  - NRHP - Eligible Property
  - NRHP - Listed Property
  - Pending NRHP Listing Property (by others)
  - Previously Determined NRHP - Eligible Property (by SHPO)

**Property's Assessment of Effect (#-# is the property ID)**

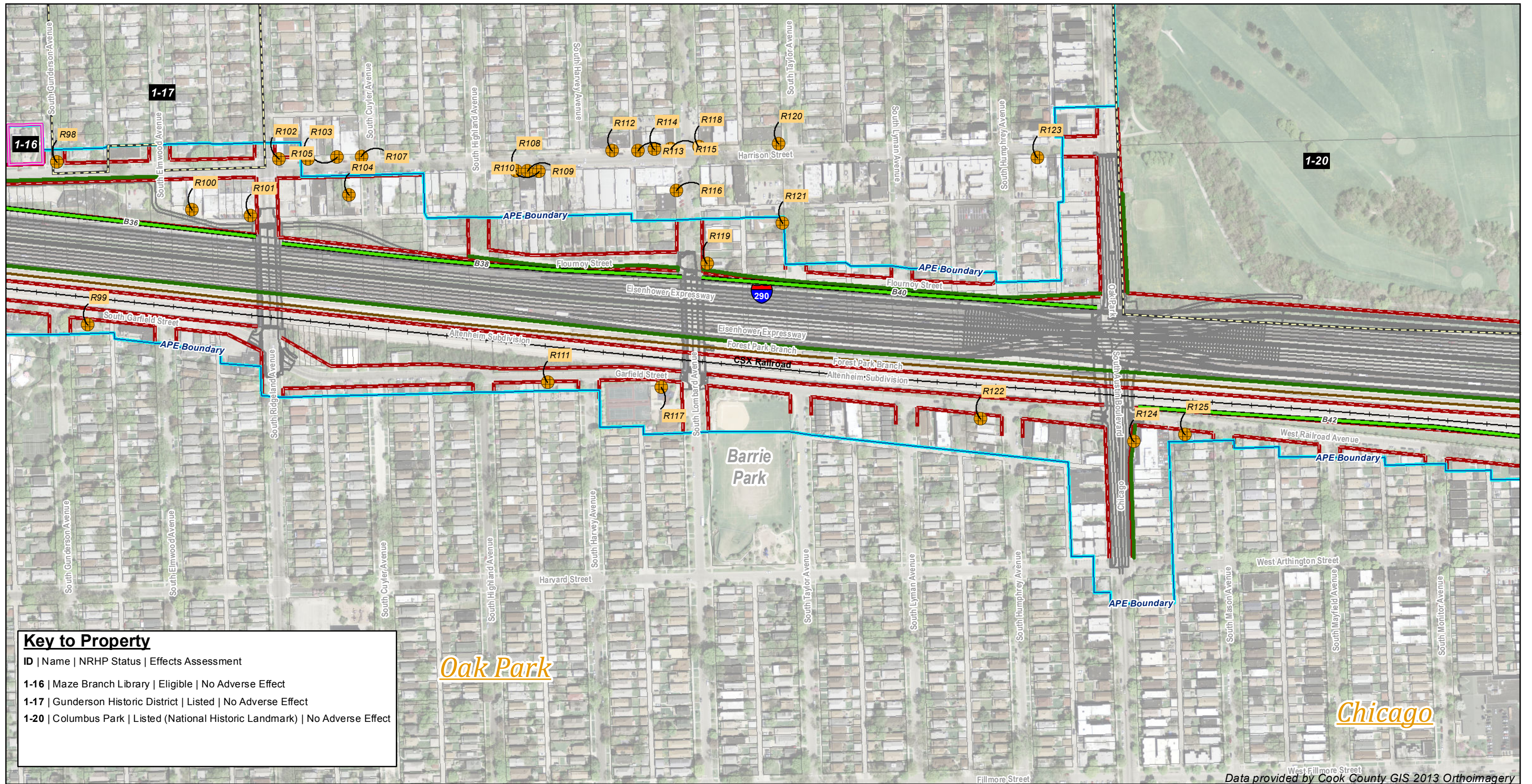
- No Adverse Effect
- No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

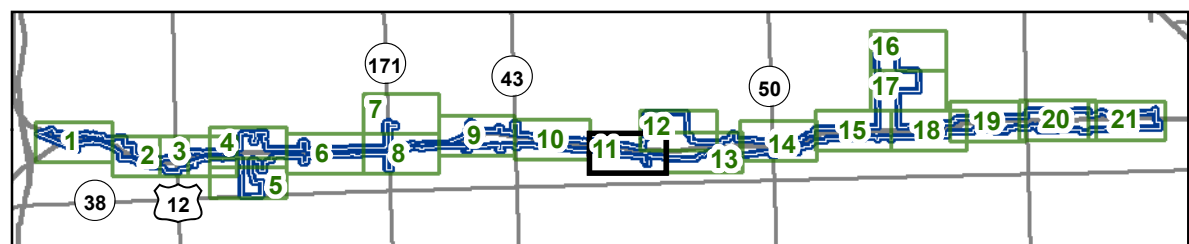






Key to Property			
ID	Name	NRHP Status	Effects Assessment
1-16	Maze Branch Library	Eligible	No Adverse Effect
1-17	Gunderson Historic District	Listed	No Adverse Effect
1-20	Columbus Park	Listed (National Historic Landmark)	No Adverse Effect

**Map Overview**



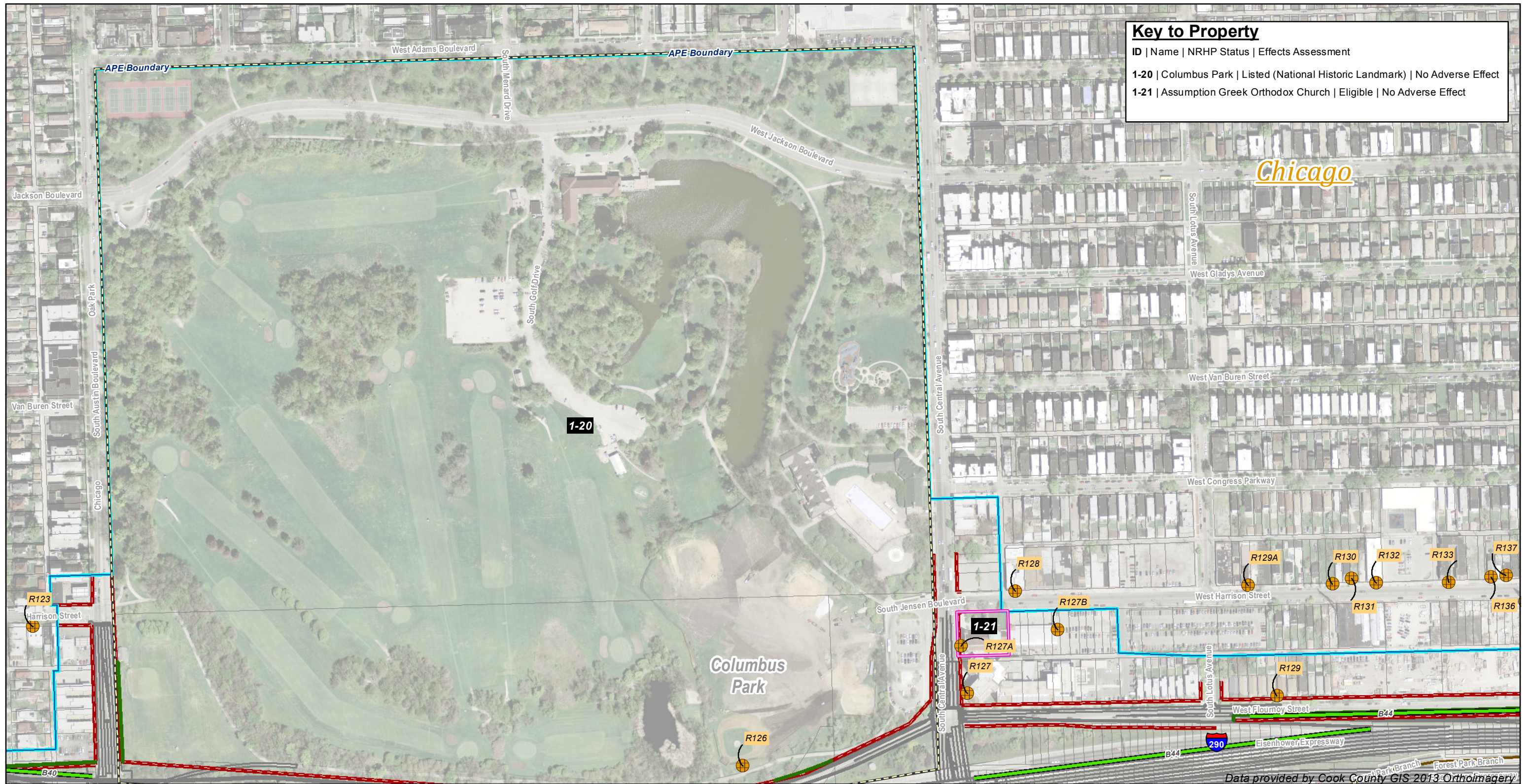
**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
  - NRHP - Eligible Property
  - NRHP - Listed Property
  - Pending NRHP Listing Property (by others)
  - Previously Determined NRHP - Eligible Property (by SHPO)
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way
- Property's Assessment of Effect (#-# is the property ID)
  - No Adverse Effect
  - No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

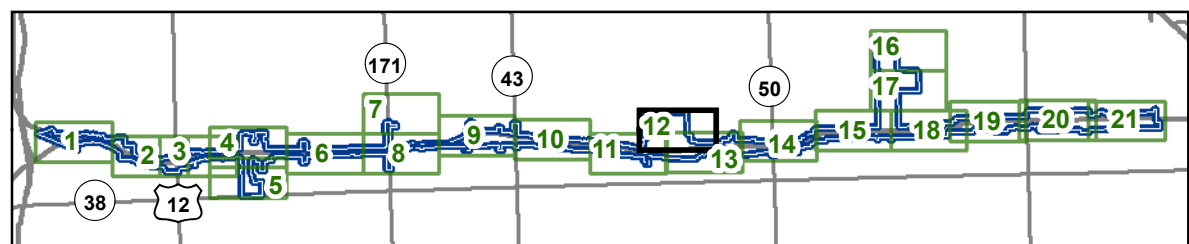






Key to Property			
ID	Name	NRHP Status	Effects Assessment
1-20	Columbus Park	Listed (National Historic Landmark)	No Adverse Effect
1-21	Assumption Greek Orthodox Church	Eligible	No Adverse Effect

**Map Overview**



1 inch = 300 feet  
 0 300 600 900 Feet

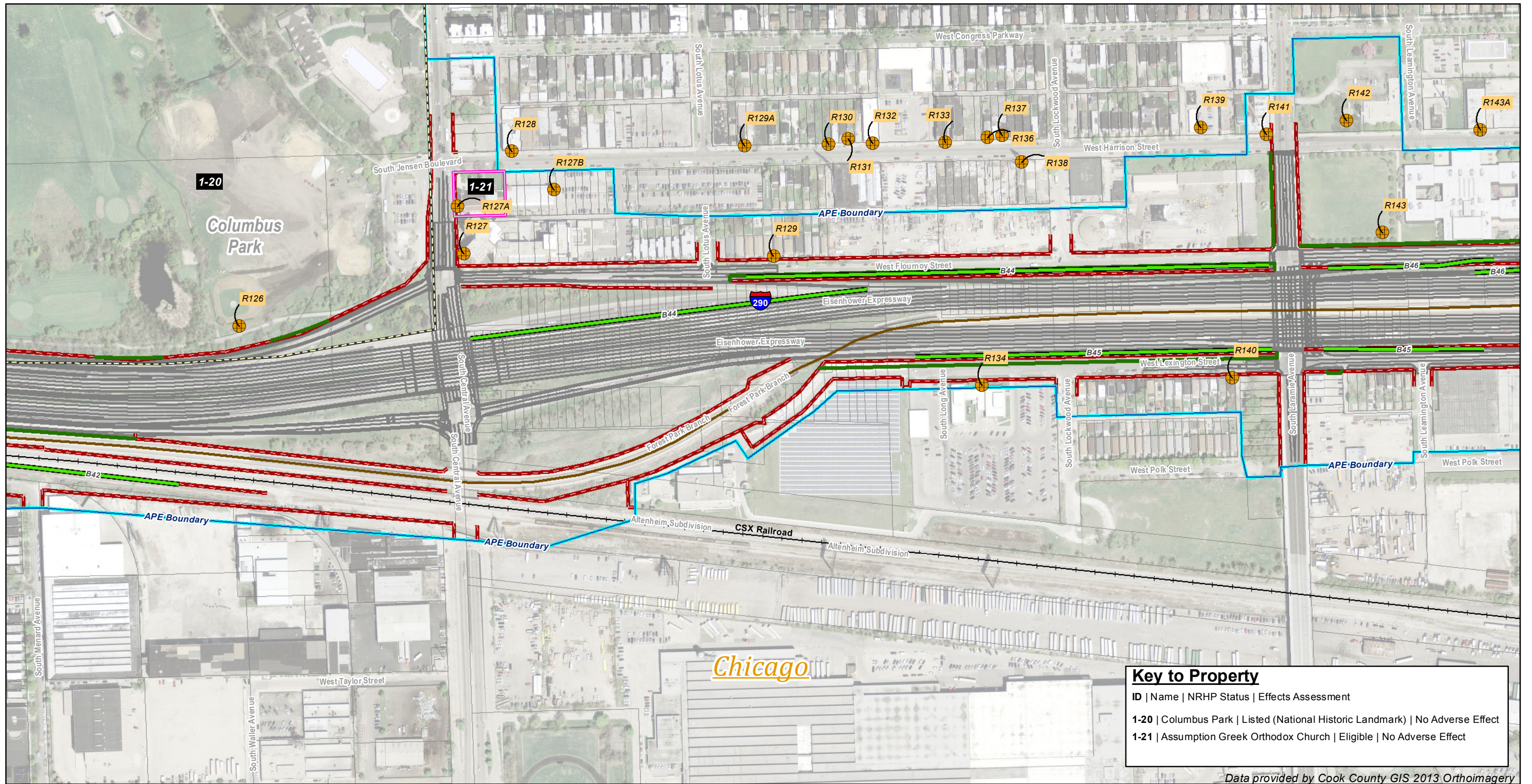
**Legend**

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- Property's NRHP Eligibility Determination
- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)
- Property's Assessment of Effect (#-# is the property ID)
- #-# No Adverse Effect
- #-# No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**



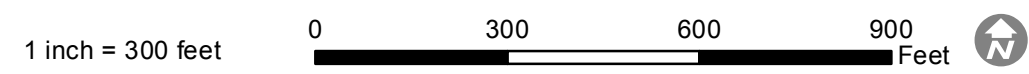
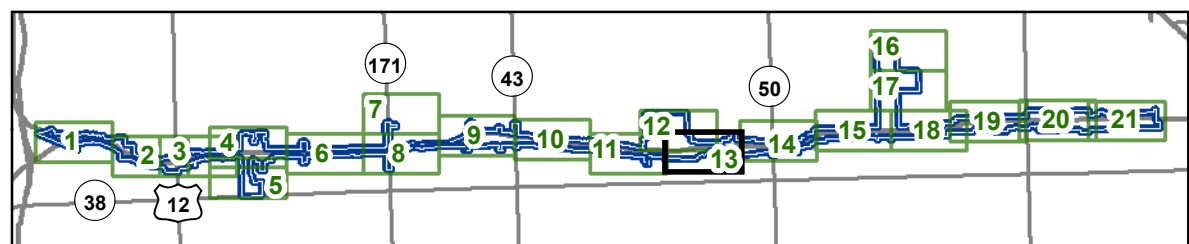




Key to Property	
ID	Name   NRHP Status   Effects Assessment
1-20	Columbus Park   Listed (National Historic Landmark)   No Adverse Effect
1-21	Assumption Greek Orthodox Church   Eligible   No Adverse Effect

Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



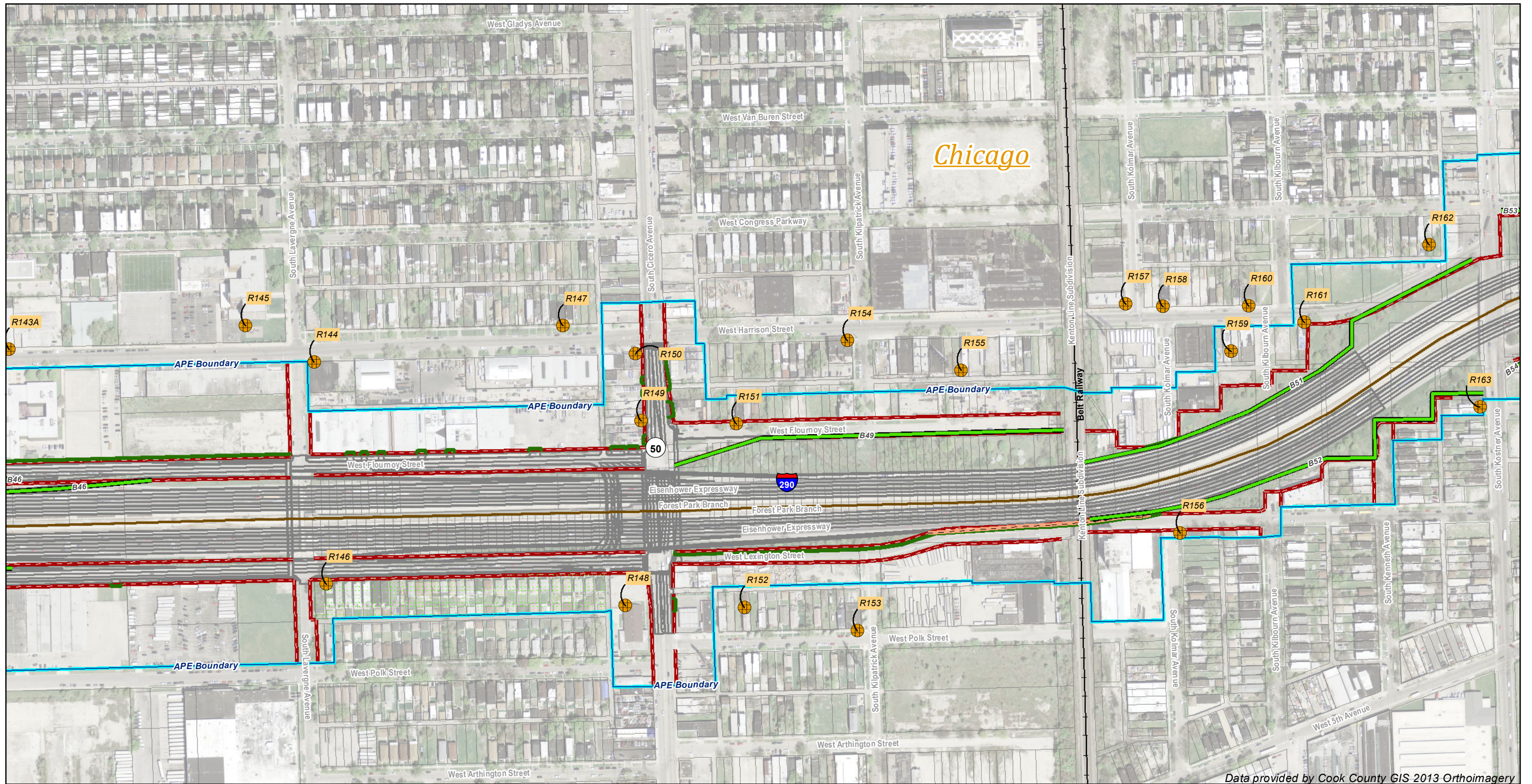
**Legend**

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- Property's NRHP Eligibility Determination
  - NRHP - Eligible Property
  - NRHP - Listed Property
  - Pending NRHP Listing Property (by others)
  - Previously Determined NRHP - Eligible Property (by SHPO)
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way
- Property's Assessment of Effect (#-# is the property ID)
  - No Adverse Effect
  - No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

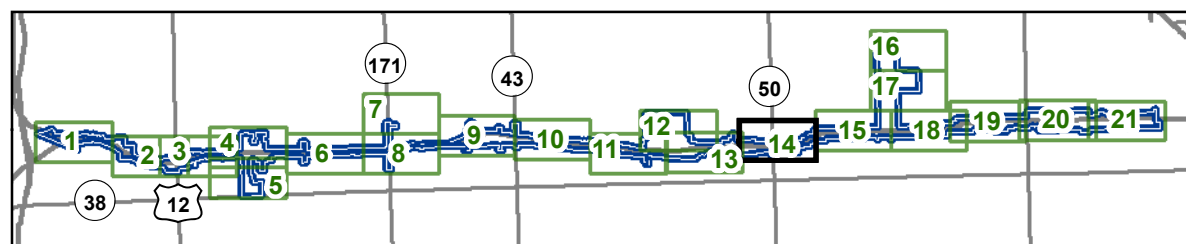






Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet 0 300 600 900 Feet

**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
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**Property's Assessment of Effect (#-# is the property ID)**

- No Adverse Effect
- No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**

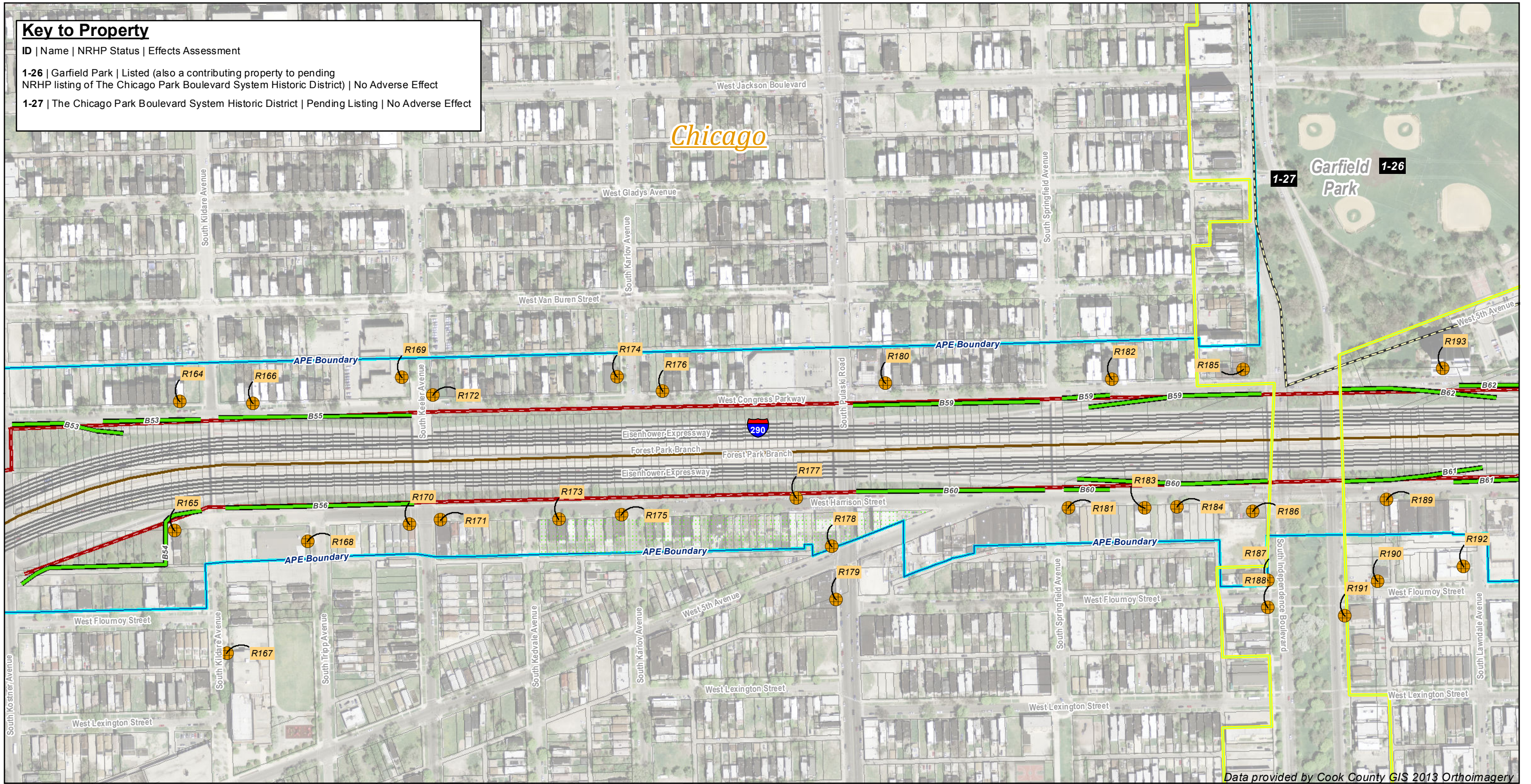




**Key to Property**

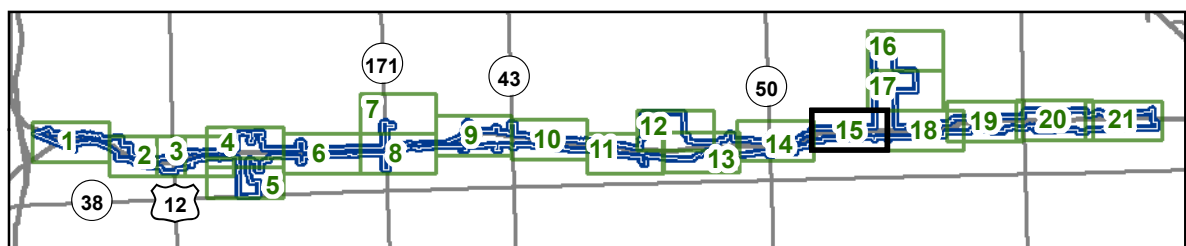
ID | Name | NRHP Status | Effects Assessment

- 1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District) | No Adverse Effect
- 1-27 | The Chicago Park Boulevard System Historic District | Pending Listing | No Adverse Effect



Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet  
 0 300 600 900 Feet

**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
  - NRHP - Eligible Property
  - NRHP - Listed Property
  - Pending NRHP Listing Property (by others)
  - Previously Determined NRHP - Eligible Property (by SHPO)

**Property's Assessment of Effect (#-# is the property ID)**

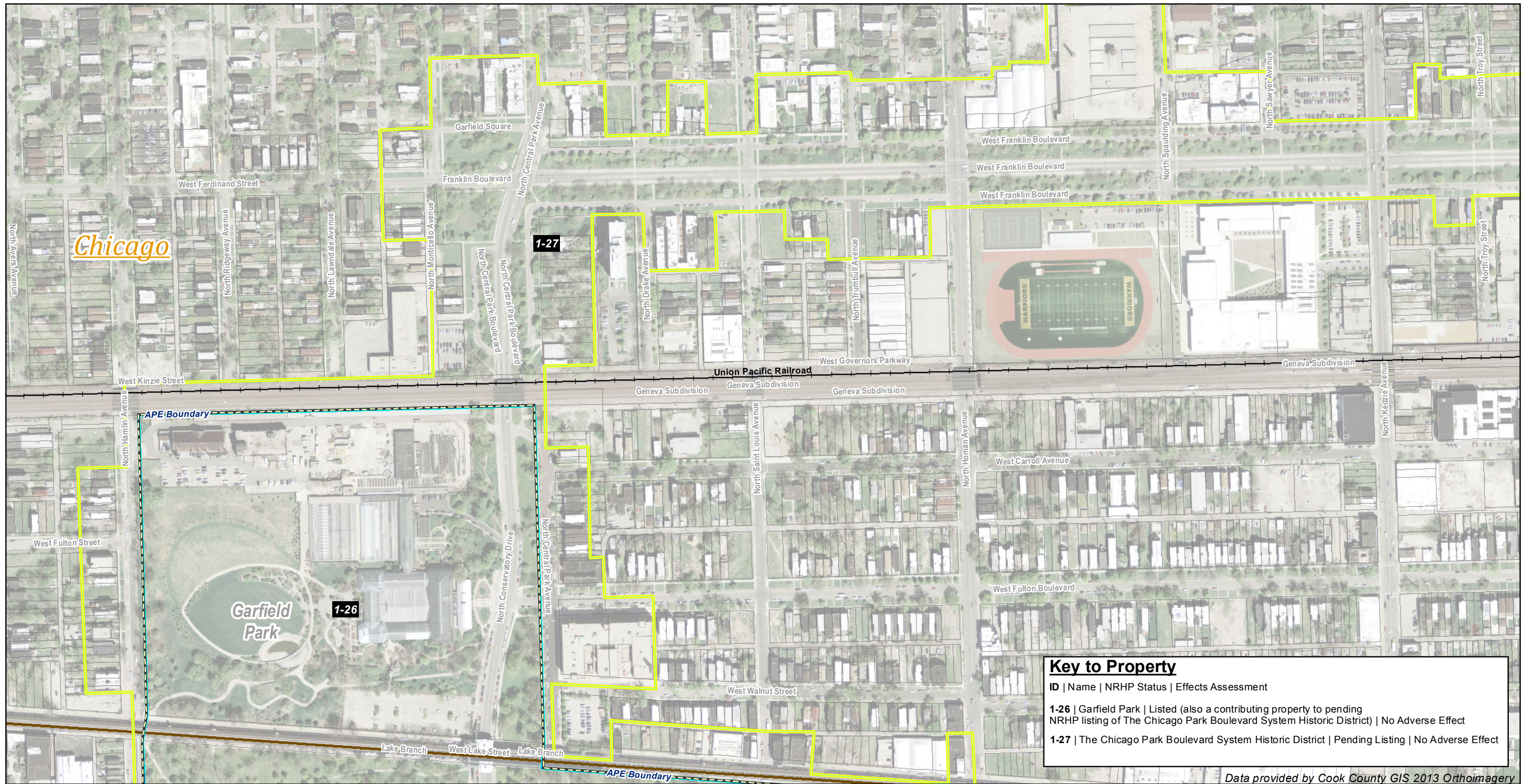
- No Adverse Effect
- No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

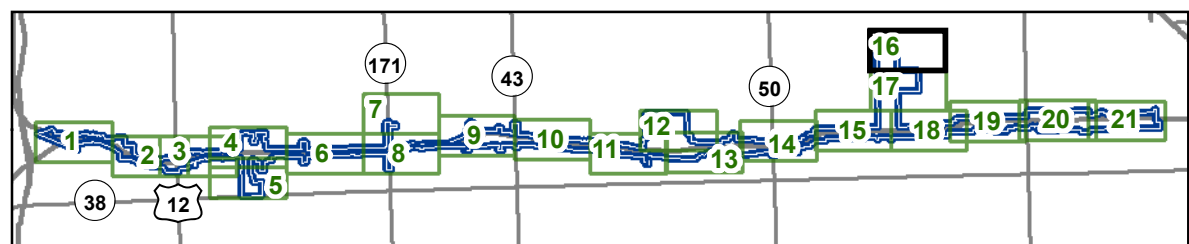
**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**







**Map Overview**



1 inch = 300 feet  
 0 300 600 900 Feet

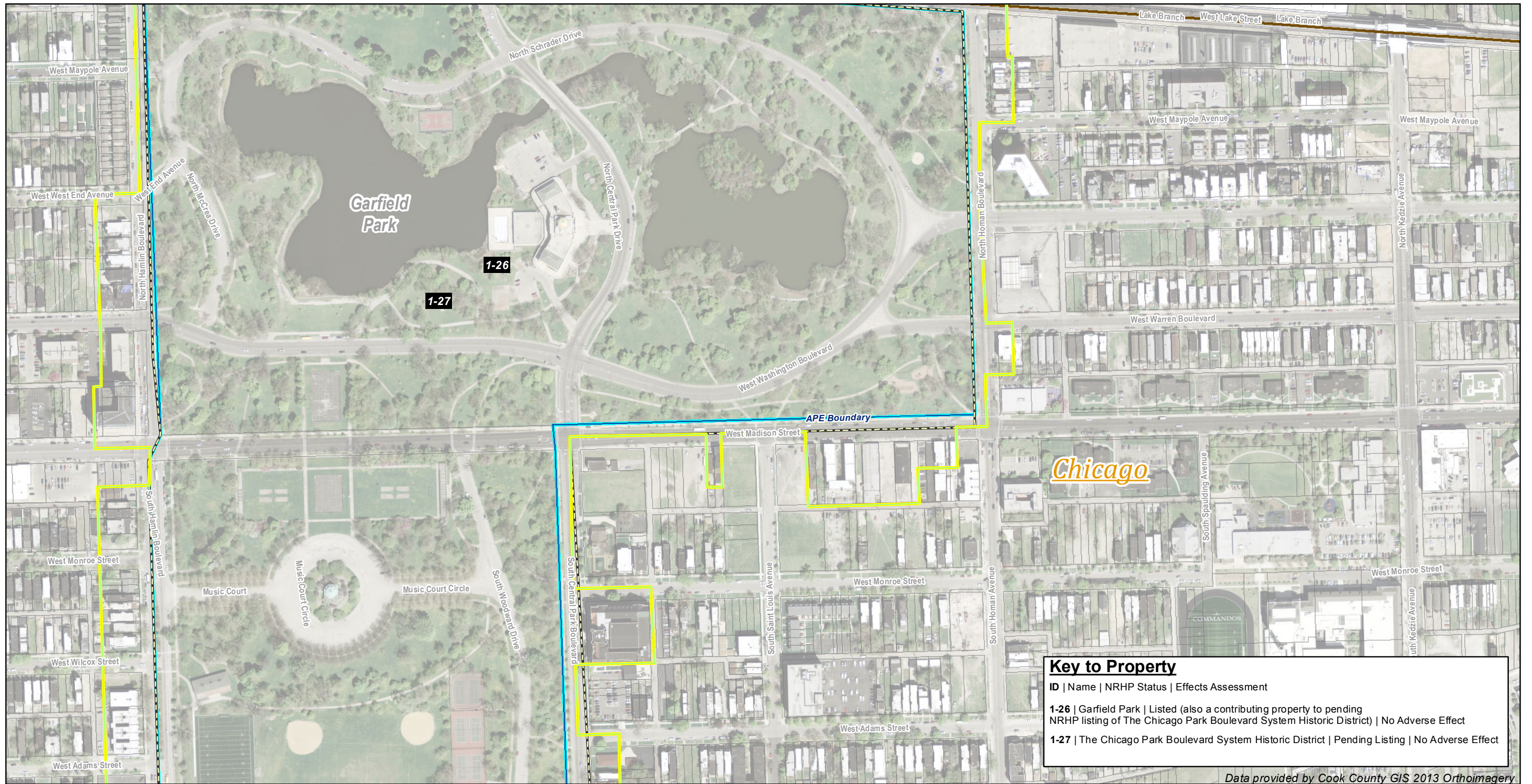
**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
  - NRHP - Eligible Property
  - NRHP - Listed Property
  - Pending NRHP Listing Property (by others)
  - Previously Determined NRHP - Eligible Property (by SHPO)
- Property's Assessment of Effect (#-# is the property ID)
  - No Adverse Effect
  - No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**





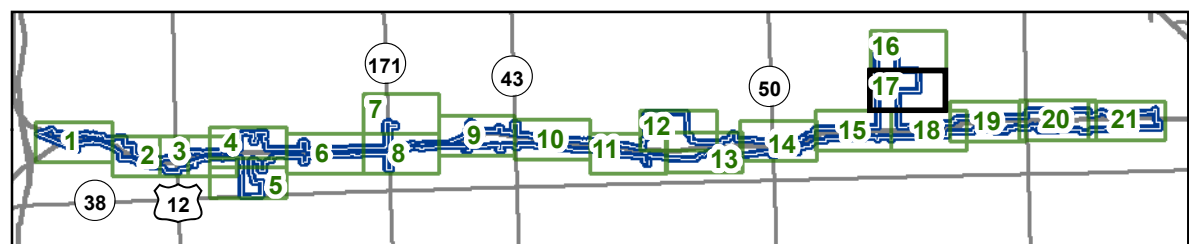


**Key to Property**

ID	Name	NRHP Status	Effects Assessment
1-26	Garfield Park	Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District)	No Adverse Effect
1-27	The Chicago Park Boulevard System Historic District	Pending Listing	No Adverse Effect

Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



1 inch = 300 feet

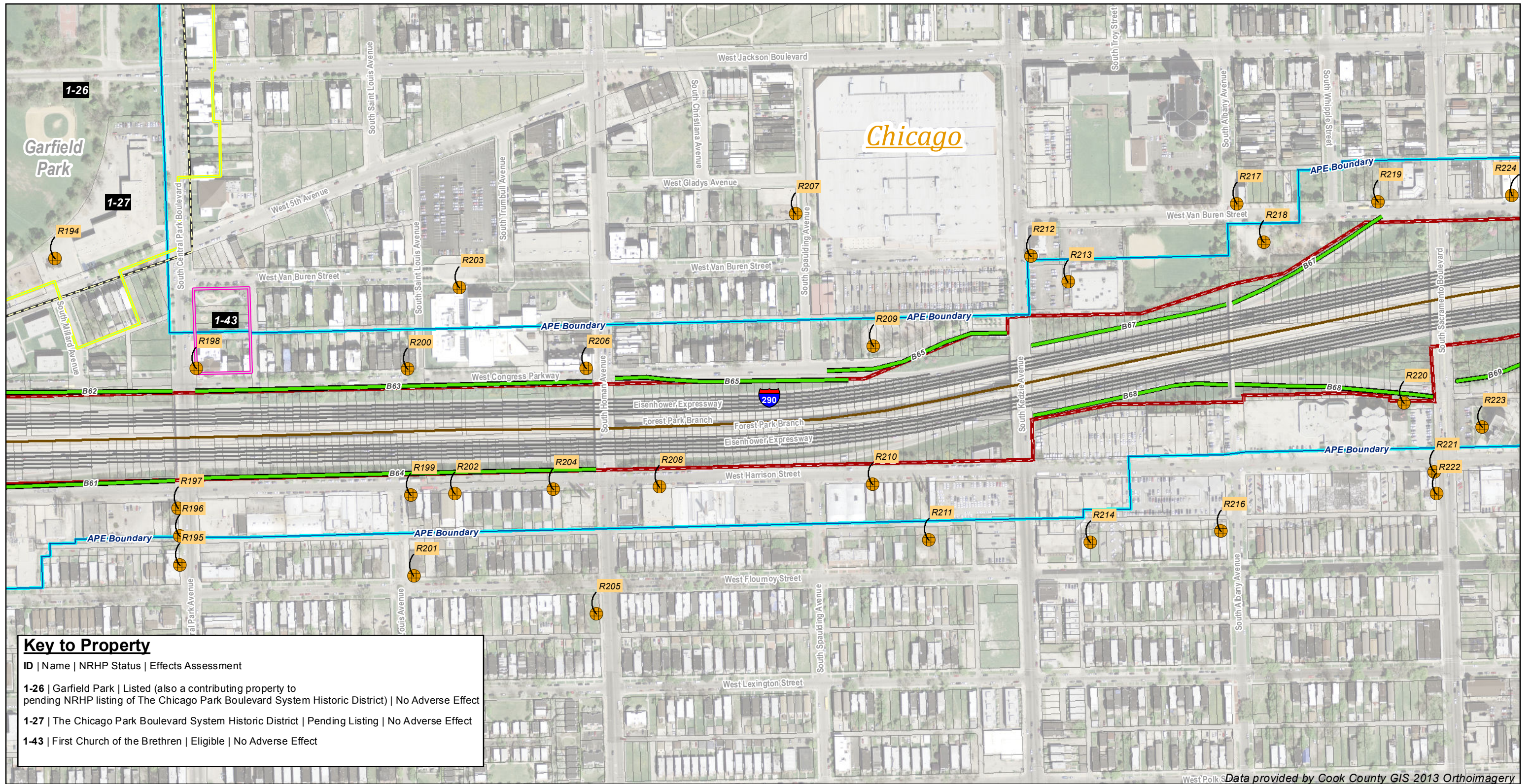
**Legend**

- Area of Potential Effects (APE)
- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)
- ## No Adverse Effect
- # No Effect
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier
- +— Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**







**Key to Property**

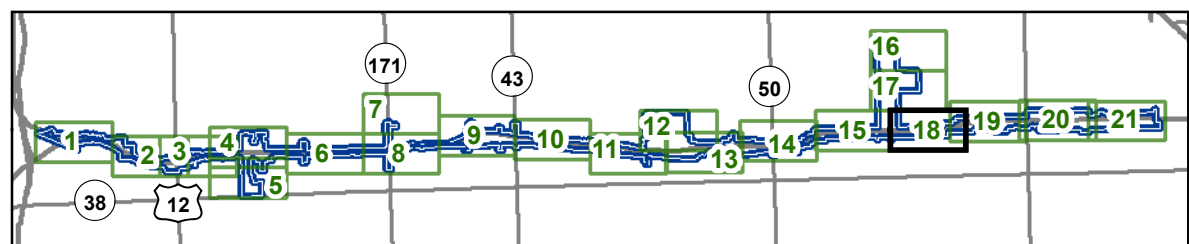
ID | Name | NRHP Status | Effects Assessment

1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District) | No Adverse Effect

1-27 | The Chicago Park Boulevard System Historic District | Pending Listing | No Adverse Effect

1-43 | First Church of the Brethren | Eligible | No Adverse Effect

**Map Overview**



1 inch = 300 feet

0 300 600 900 Feet

**Legend**

- Area of Potential Effects (APE)
- NRHP - Eligible Property
- NRHP - Listed Property
- Pending NRHP Listing Property (by others)
- Previously Determined NRHP - Eligible Property (by SHPO)
- Property's NRHP Eligibility Determination
- Property's Assessment of Effect (## is the property ID)
- ## No Adverse Effect
- ## No Effect
- Railroad
- CTA Rail
- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way
- Noise Receptor Site
- Approved Noise Barrier
- Existing Noise Barrier

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**



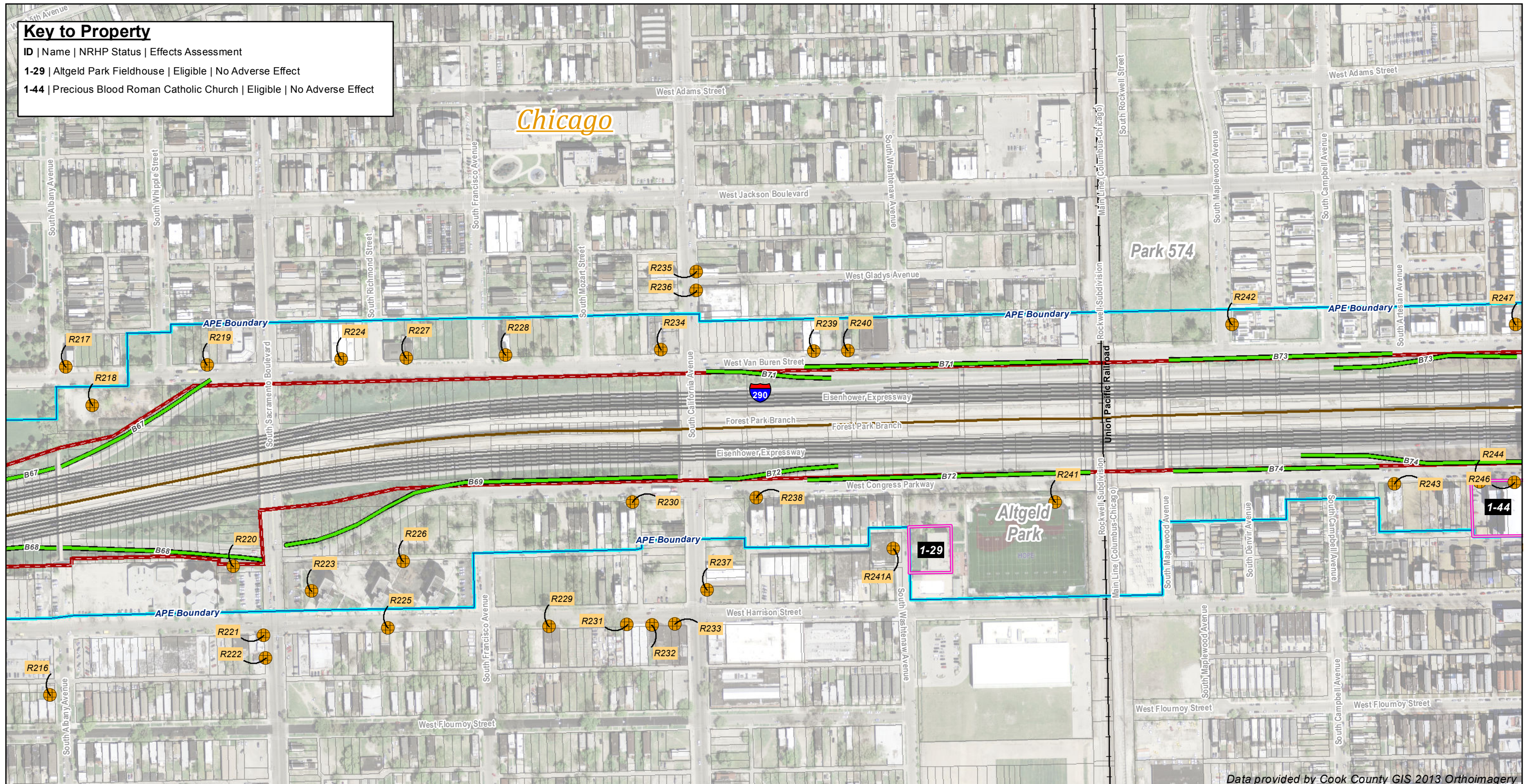


### Key to Property

ID | Name | NRHP Status | Effects Assessment

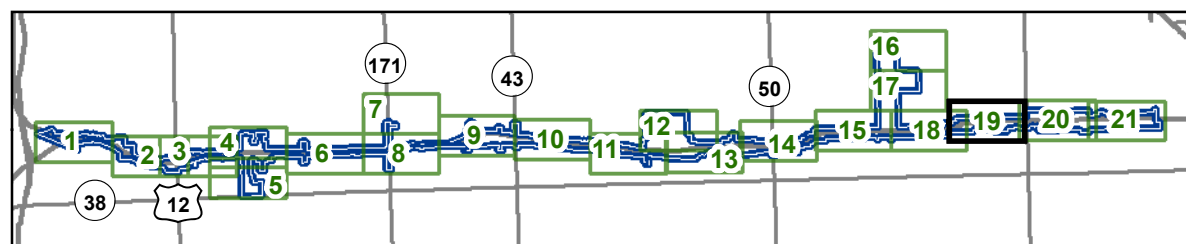
1-29 | Altgeld Park Fieldhouse | Eligible | No Adverse Effect

1-44 | Precious Blood Roman Catholic Church | Eligible | No Adverse Effect



Data provided by Cook County GIS 2013 Orthoimagery

### Map Overview



1 inch = 300 feet 0 300 600 900 Feet

### Legend

Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

NRHP - Eligible Property

NRHP - Listed Property

Pending NRHP Listing Property (by others)

Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

No Adverse Effect

No Effect

Noise Receptor Site

Approved Noise Barrier

Existing Noise Barrier

Railroad

CTA Rail

Tax Parcel

Proposed Design

Proposed Right-of-Way

Temporary Easement

Existing Right-of-Way

Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties

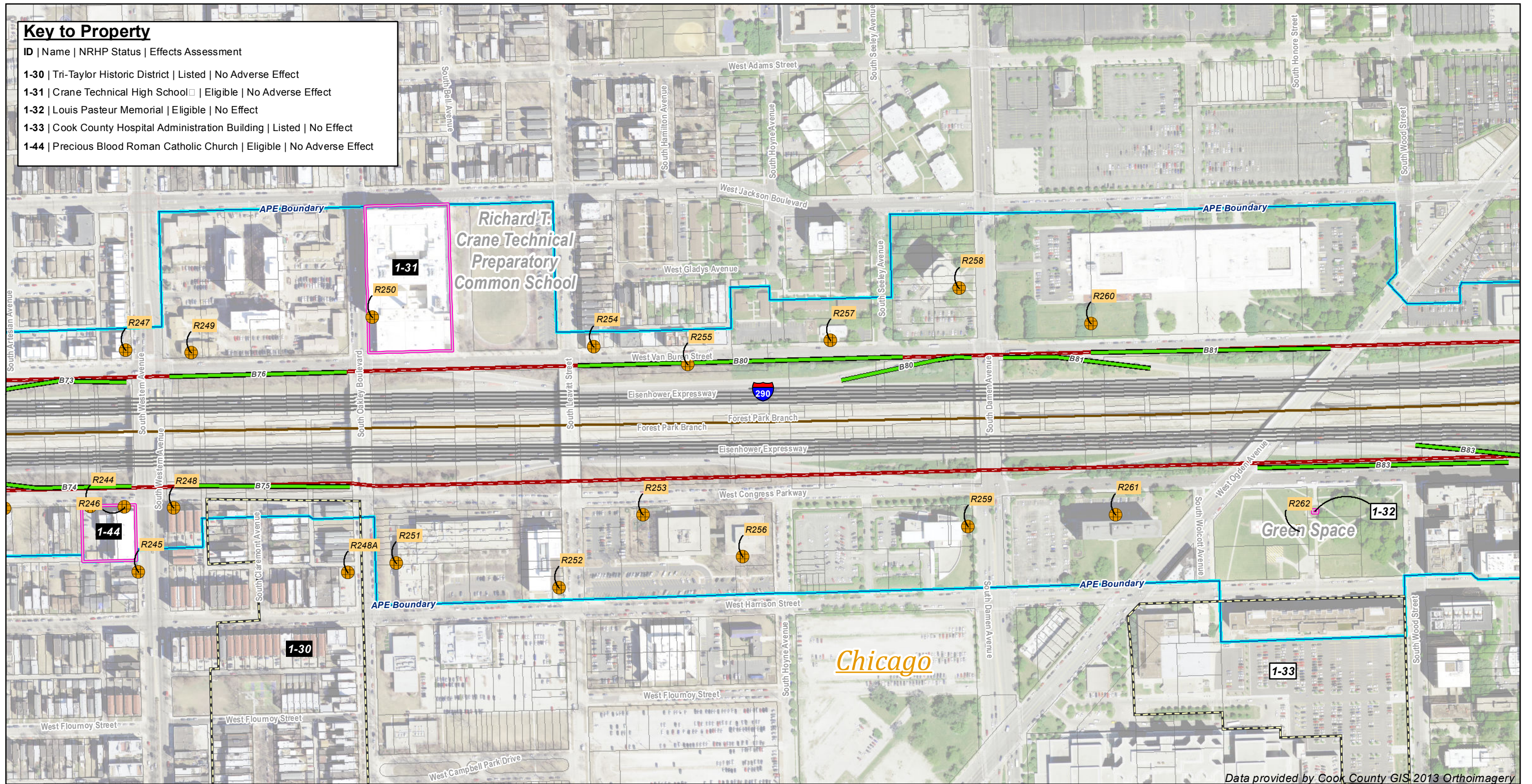




### Key to Property

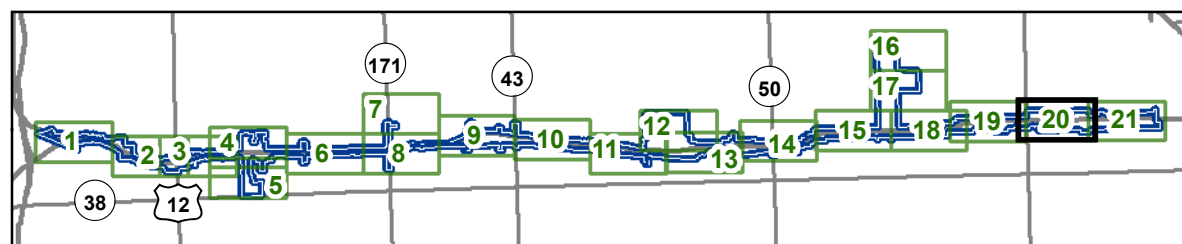
ID | Name | NRHP Status | Effects Assessment

- 1-30 | Tri-Taylor Historic District | Listed | No Adverse Effect
- 1-31 | Crane Technical High School | Eligible | No Adverse Effect
- 1-32 | Louis Pasteur Memorial | Eligible | No Effect
- 1-33 | Cook County Hospital Administration Building | Listed | No Effect
- 1-44 | Precious Blood Roman Catholic Church | Eligible | No Adverse Effect

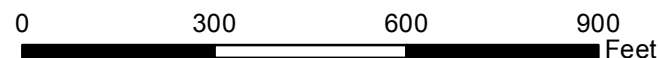


Data provided by Cook County GIS 2013 Orthoimagery

### Map Overview



1 inch = 300 feet



### Legend

— Area of Potential Effects (APE)

Property's NRHP Eligibility Determination

□ NRHP - Eligible Property

□ NRHP - Listed Property

□ Pending NRHP Listing Property (by others)

□ Previously Determined NRHP - Eligible Property (by SHPO)

Property's Assessment of Effect (#-# is the property ID)

□#-# No Adverse Effect

□#-# No Effect

● Noise Receptor Site

— Approved Noise Barrier

— Existing Noise Barrier

— Railroad

— CTA Rail

□ Tax Parcel

— Proposed Design

— Proposed Right-of-Way

— Temporary Easement

— Existing Right-of-Way

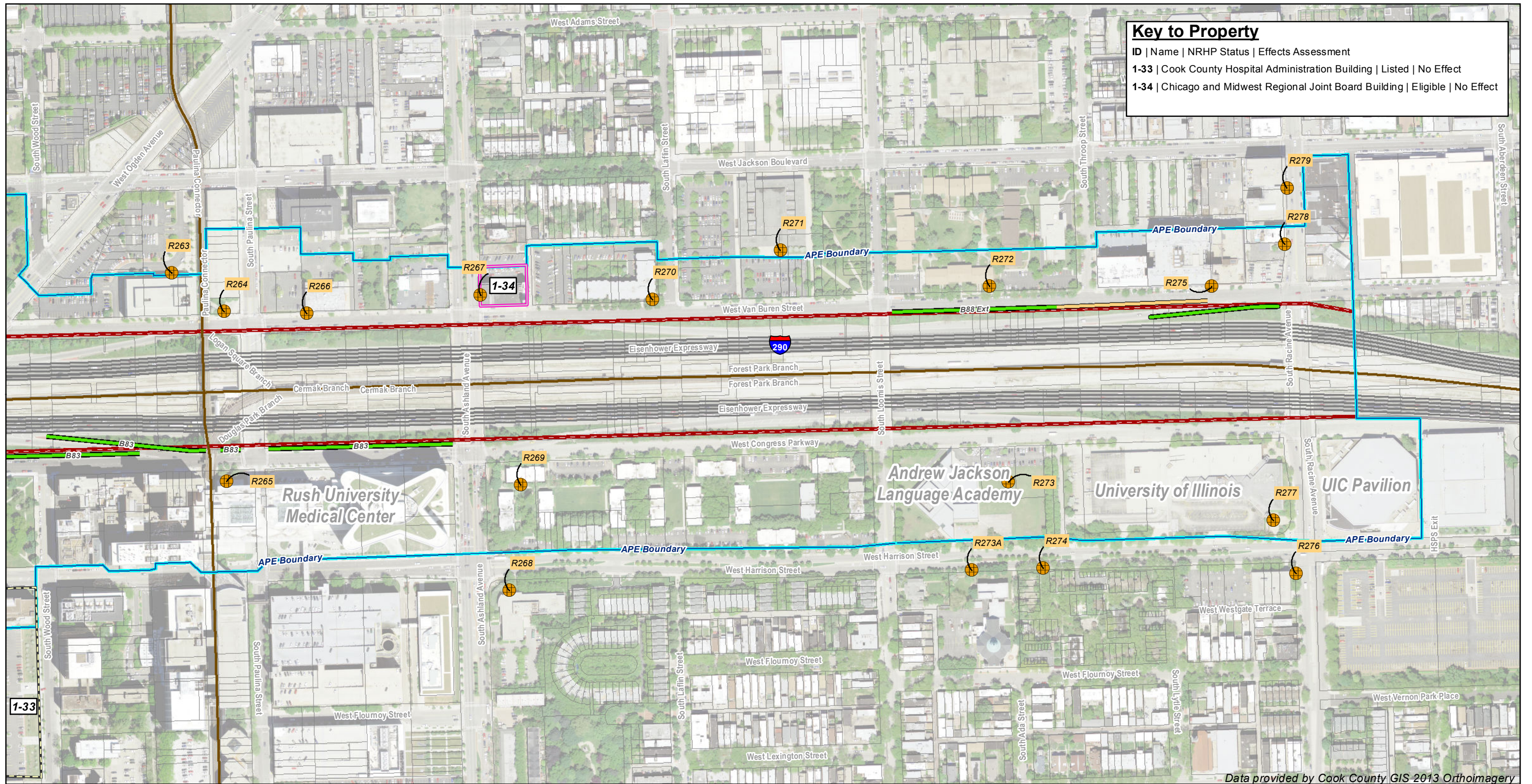
**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**



Sheet 20 of 21

Date 3/29/2017

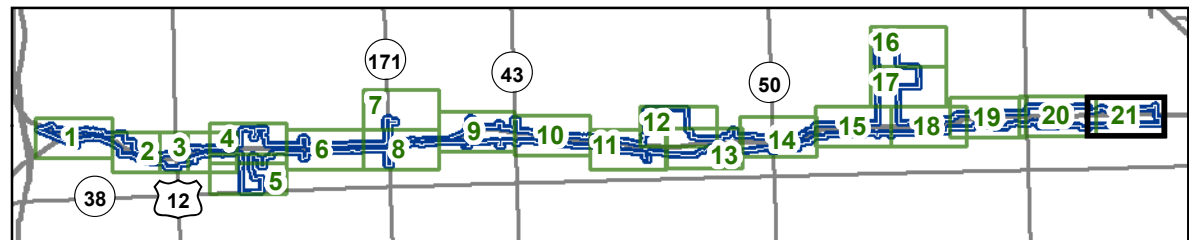




Key to Property			
ID	Name	NRHP Status	Effects Assessment
1-33	Cook County Hospital Administration Building	Listed	No Effect
1-34	Chicago and Midwest Regional Joint Board Building	Eligible	No Effect

Data provided by Cook County GIS 2013 Orthoimagery

**Map Overview**



**Legend**

- Area of Potential Effects (APE)
- Property's NRHP Eligibility Determination
  - NRHP - Eligible Property
  - NRHP - Listed Property
  - Pending NRHP Listing Property (by others)
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- Property's Assessment of Effect (#-# is the property ID)
  - No Adverse Effect
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- Tax Parcel
- Proposed Design
- Proposed Right-of-Way
- Temporary Easement
- Existing Right-of-Way

**Area of Potential Effects and Assessment of Effects to NRHP-Listed and NRHP-Eligible Historic Properties**





# *Appendix B*

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## Consulting Parties Meeting Materials



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## DRAFT MEETING SUMMARY

### USEPA and IHPA Field Visit

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**Date:** March 30, 2016  
**Time:** 10:00 a.m.  
**Location:** Holiday Inn Express & Suites – 200 South Mannheim Road, Hillside, IL 60162

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On Wednesday, March 30, 2016 at 10:00 am, a meeting and field review of the I-290 project area were held for federal and state agency representatives. Invited participants included the Federal Highway Administration, US Environmental Protection Agency, Illinois Historic Preservation Agency (IHPA), Illinois Department of Transportation (IDOT) Bureau of Design and Environment, IDOT District 1 and the I-290 Project Study Team. The purpose of this meeting was to provide a briefing on the status of the study and design development; and to review corridor field conditions focusing on Section 106 properties and environmental justice (EJ) communities along the I-290 corridor.

#### Project Briefing

A briefing was held in advance of the field visit. IDOT provided an update on the status of the I-290 Phase I Study and the progress towards preparing an Environmental Impact Statement (EIS). The current study timeline accounting for ongoing meetings with the Village of Maywood suggests that the DEIS will be released late in 2016 with a public hearing in the first quarter of 2017.

The I-290 Consultant Team (S. Ott) described the purpose of the day's field visit and the handouts distributed in advance, while A. Paquin provided an overview of Section 106 considerations, and reviewed a map set showing the properties to be observed in the field. S. Brown summarized the environmental justice studies completed as part of the Draft Environmental Impact Statement, focusing on the EJ communities involved with the I-290 project. P. Harmet concluded the briefing with an update on the status of noise barriers, the second mailing of the viewpoint solicitation and considerations underway for design of the noise barriers. The group then adjourned for the field visit.

#### Field Visit

The field visit departed from the westerly limits of the project at Mannheim Road and proceeded easterly to the I-290 corridor. Although the field visit included driving by or stops at each of the historic properties evaluated in the Section 106 Historic Properties Identification Report, locations were also identified in advance showing historic properties of interest. Additionally, areas within EJ communities were identified. The topic of interest, respective location, and purpose of each stop included the following:

- Section 106 – Synagogue for Congregation B'Nai Israel of Proviso at 10216 Kitchner Street, Westchester. Eligibility for inclusion in the National Register of Historic Places (NRHP).
- Environmental Justice Community – 5<sup>th</sup> Avenue Crossing of I-290, Maywood. Discussed communities within the project area that have EJ populations (separate handout) and proposed crossing design at 5<sup>th</sup> Avenue (separate handout).
- Environmental Justice Community – 1<sup>st</sup> Avenue at Maybrook Drive, Maywood. Discuss proposed intersection improvements, including Prairie Path crossing, improvements to bike/pedestrian

access to courthouse and CTA Blue Line Forest Park branch, and proposed trail extension through Forest Park and Oak Park to Columbus Park (separate handout).

- Section 106 – Park District of Forest Park at 7441 Harrison Street, Forest Park. Eligibility for inclusion in the National Register of Historic Places. Potential project effects – noise barriers on north side of I-290; avoidance of new right-of-way take at park's southwest corner.
- Section 106 – Oak Park NRHP-Listed and Eligible Historic Properties, multiple properties: 841 South Oak Park Avenue (NRHP-Eligible) and Suburban Trust and Savings Bank (NRHP-Eligible); Paulina Mansions (NRHP-Eligible), Oak Park Conservatory (NRHP-Listed); and Maze Branch Library (NRHP-Eligible), Gunderson Historic District (NRHP-Listed).
- Environmental Justice Community and Section 106 – Austin Boulevard crossing of I-290 and Columbus Park at 500 South Central Avenue, Chicago. Reviewed proposed location of Austin Boulevard pedestrian crossing and proposed extension of Prairie Path. Listed in NRHP and designated a National Historic Landmark.
- Section 106 – Columbus Park (NHL) and Assumption Greek Orthodox Church at 601 South Central Avenue. Recommended NRHP-Eligible.
- Section 106 – Commonwealth Edison Kolmar Substation at 616-632 S. Kolmar Ave., Chicago. NRHP eligibility.
- Section 106 – Garfield Park at 100 N. Central Avenue, Chicago and The Chicago Parks and Boulevard System Historic District. NRHP eligibility.

Existing noise barriers that were installed in 2002 as part of the Hillside Interchange improvement project on the south side of I-290 along Wedgewood Drive in Westchester were also observed.

IHPA provided informal comments on the NRHP eligibility of select properties, potential additional properties to be evaluated (primarily mid-century modern buildings), and potential effects of the project to historic properties. IHPA planned to send a follow-up letter to IDOT and the Project Study Team summarizing these comments and any requests for additional information.

The field visit concluded at approximately 3:15 pm.

#### **Attendees**

Attendees to this field visit are listed in the attendance roster attached.





# Illinois Department of Transportation

## Attendance Roster

Bureau: Programming

Section: Project & Environmental Studies

Project/Topic: I-290/Section 106 and Environmental Justice Field Review

Date: March 30, 2016

Time: 10:00 am

Location: I-290 Corridor

	Attendees	Representing	Phone Number	Email Address
1.	Mark Peterson	IDOT-PMC	847-705-4569	mark.peterson@illinois.gov
2.	Elizabeth Poole	USEPA	912 353 2087	poole.elizabeth@epa.gov
3.	Vanessa Ruiz	IDOT - DI	847 765 4627	vanessa.ruiz@illinois.gov
4.	John Shearill	IDOT-Springfield	217-785-4181	John.Shearill@illinois.gov
5.	Matt Fuller	FHWA-IL	217 492 4625	Matt.Fuller@dot.gov
6.	Jan Piland	FHWA-IL-Spd	217-492-4989	janis.piland@dot.gov
7.	CHRIS BYARS	FHWA-IL-CUSO	312 886 1606	chris.byars@dot.gov
8.	Traci Baker	FHWA-IL	217-492-4732	traci.baker@dot.gov
9.	David Halpin	IHPA	217-785-4998	david.halpin@illinois.gov
10.	Virginia Laszewski	USEPA-R5	312-886-7501	laszewskivirginia@epa.gov
11.	KEN WESTLAKE	USEPA	312-886-2910	westlake.ken@epa.gov
12.	Emilie Land	IDOT-CC-CulturalResources	217-558-7223	emilie.land@illinois.gov
13.	Stephanie Brown	WSP-PB	312-294-5677	browns@pbworld.com
14.	Steve Ott	WSP-PB	363-963-3215	ott@pbworld.com
15.	Bryan Kapala	WSP-PB	312-803-6522	Kapala PBworld.com
16.	Aimee Pagnin	WSP-PB	313-963-4921	pagnina@pbworld.com
17.	Pete Harmet	IDOT - DI	847-705-4393	pete.harmet@illinois.gov
18.				
19.				
20.				
21.				
22.				

## Paquin, Aimee

---

**From:** Halpin, David <David.Halpin@Illinois.gov>  
**Sent:** Thursday, March 31, 2016 4:25 PM  
**To:** Paquin, Aimee  
**Subject:** FW: Kolmar substation

Hi Aimee:

Here is Marlise's determination for the CTA Kolmar substation. I concur with her.

With best regards:

David

David J. Halpin  
Cultural Resources Manager  
Illinois Historic Preservation Agency  
217-785-4998

---

**From:** Fratinardo, Marlise [mailto:mfratinardo@transitchicago.com]  
**Sent:** Thursday, March 31, 2016 2:35 PM  
**To:** Halpin, David  
**Subject:** Kolmar substation

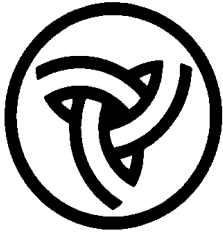
Hi David,

You don't have to call me back if you are busy! The Kolmar building is not eligible for the NRHP due to substantial alterations, including new openings, which have impacted its integrity.

Best,  
Marlise

**Marlise Fratinardo**  
Chicago Transit Authority  
567 W. Lake Street | Chicago, IL 60661  
O: (312) 681-4124

THIS EMAIL AND ATTACHMENTS MAY CONTAIN MATERIAL THAT IS CONFIDENTIAL AND PRIVILEGED FOR THE SOLE USE OF THE INTENDED RECIPIENT. ANY REVIEW, RELIANCE OR DISTRIBUTION BY OTHERS OR FORWARDING WITHOUT EXPRESS PERMISSION IS STRICTLY PROHIBITED. IF YOU ARE NOT THE INTENDED RECIPIENT, PLEASE CONTACT THE SENDER AND DELETE ALL COPIES. THANK YOU.



# Illinois Department of Transportation

## Memorandum

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To: John Fortmann                      Attn: Pete Harmet  
From: Maureen Addis                      By: Brad Koldehoff  
Subject: Continued Coordination with IL SHPO  
Date: April 8, 2016

---

**Cook  
Chicago  
I-290 (Eisenhower Expressway)  
Job # P-201-00  
IDOT Seq. # 9274, A-E**

Further coordination with the Illinois State Historic Preservation Officer (SHPO) is required for the above referenced project. The attached letter notes that consultation and the March 30, 2016 site visit with the SHPO has resulted in a request for additional information regarding additional properties in the Area of Potential Effects. The SHPO has requested eligibility evaluations for the following resources:

1. St. Eulalia Catholic Church building, southeast corner of S. 9<sup>th</sup> Ave. & Bataan Dr., Maywood
2. Eisenhower Tower, 1701 S. 1<sup>st</sup> Ave., Maywood
3. Michele Clark High School, 5101 W. Harrison St., Chicago
4. Potential Historic District, south side of W. Lexington St. between S. Lavergne Ave. & S. Cicero Ave., Chicago
5. Building, 4607 W. Lexington St., Chicago
6. Genevieve Melody Public School, 412 S. Keeler Ave., Chicago
  - a. *Please note that 6 is incorrectly circled on the SHPO maps. BDE verified with the SHPO that the above property is the correct resource.*
7. Potential Historic District, south side of W. Harrison St. between S. Kedvale Ave. & W. 5<sup>th</sup> Ave., Chicago
8. Chicago Community Mennonite Church, 425 S. Central Park Blvd, Chicago
9. Building, southwest corner of W. Congress Pkwy. & S. Western Ave., Chicago
10. Malcolm X College, 1900 W. Van Buren St., Chicago
11. Building, 1926 W. Harrison St., Chicago

The SHPO also requested copies of the coordination with the Chicago Park District and the agreed upon treatments of their historic resources.



The SHPO noted that coordination with the National Park Service is required for the proposed work to Columbus Park, a National Historic Landmark.

Please forward the information to IDOT's Cultural Resources Unit when it becomes available in order to continue SHPO coordination.

Brad H. Koldehoff, RPA  
Cultural Resources Unit  
Bureau of Design and Environment

BK:el



**Illinois Historic  
Preservation Agency**

1 Old State Capitol Plaza, Springfield, IL 62701-1512

FAX (217) 524-7525

[www.illinoishistory.gov](http://www.illinoishistory.gov)

Cook County

Chicago

Highway Reconstruction and Widening/Addendum for Additional Areas

Eisenhower Expressway (I-290) from US Route 12/20/45 (Mannheim Rd.) to IL Route 50 (Cicero Ave.),

APE refined - I-290 between Mannheim Road & Racine Avenue

IDOT Seq #-9274A-E

IHPA Log #004112410

April 7, 2016

Matt Fuller

U.S. Department of Transportation

Federal Highway Administration

3250 Executive Park Dr.

Springfield, IL 62703

Dear Mr. Fuller:

We are writing to thank you for the tour of the Area of Potential Effect for the I-290 improvements project. During the tour, eleven (11) properties that we feel should be evaluated for eligibility for the National Register of Historic Places were identified. As requested by Emilie Land, we noted the locations on the project maps and emailed them to her and the contractor (Aimee Paquin) for their consideration.

During the tour it was noted that the Chicago Park District (CPD) had approved treatments for their properties. May we have copies of the proposed treatments and the approval of the CDP for our files? It should be noted that Columbus Park is a National Historic Landmark (7/31/2003) and the proposed treatments also must be reviewed by the National Park Service.

If you have questions, please contact David J. Halpin, Cultural Resources Manager, at 217-785-4998 or [david.halpin@illinois.gov](mailto:david.halpin@illinois.gov).

Sincerely,

Rachel Leibowitz, Ph.D.

Deputy State Historic

Preservation Officer

RL:djh

c: Brad Koldehoff, Illinois Department of Transportation

Emilie Land, Illinois Department of Transportation

I-290 Section 106 8/11/16 Consulting Parties Meeting - Distribution List  
July 26, 2016

Participating/Consulting Parties

Prefix	FirstName	LastName	Title	Company/Agency	Address1	Address2	City	State	PostalCode	WorkPhone	Ext.	AltPhone	FaxNumber	E-Mail
Mr.	Anan	Abu-Taleb	President	Village of Oak Park	123 Madison Street		Oak Park	IL	60302	(708) 383-6400			(708) 383-6692	<a href="mailto:dpope@oak-park.us">dpope@oak-park.us</a>
The Honorable	Anthony	Calderone	Mayor	Village of Forest Park	517 Des Plaines Avenue		Forest Park	IL	60130	(708) 366-2323			(708) 771-0177	<a href="mailto:mayer@forestpark.net">mayer@forestpark.net</a>
Mr.	Dan	Cronin	Chairman of the Board	Dupage County	421 N. County Farm Rd.		Wheaton	IL	60187					<a href="mailto:chairman@dupageco.org">chairman@dupageco.org</a>
Ms.	Luann	Hamilton	Deputy Commissioner/Chief Engineer	Chicago Department of Transportation	30 N. LaSalle St.	Suite 500	Chicago	IL	60602-2570	312-744-3520				<a href="mailto:luann.hamilton@cityofchicago.org">luann.hamilton@cityofchicago.org</a>
Mr.	Sherman	Jones	President	Village of Broadview	2350 South 25th Avenue		Broadview	IL	60155	(708) 681-3600			(708) 681-2018	<a href="mailto:villagehall@broadview-il.gov">villagehall@broadview-il.gov</a>
The Honorable	Frank A.	Pasquale	Mayor	Village of Bellwood	3200 Washington Boulevard		Bellwood	IL	60104	(708) 547-3500			(708) 547-1965	<a href="mailto:frankpasquale@villbellwood.il.us">frankpasquale@villbellwood.il.us</a>
The Honorable	Edwenna	Perkins	Mayor	Village of Maywood	40 Madison Street		Maywood	IL	60153	(708) 450-4486			(708) 344-8380	<a href="mailto:perkins@maywood-il.org">perkins@maywood-il.org</a>
Ms.	Toni	Preckwinkle	President of the Board	Cook County	118 N. Clark St.	Room 537	Chicago	IL	60602					<a href="mailto:toni.preckwinkle@cityofchicago.org">toni.preckwinkle@cityofchicago.org</a>
Mr.	Sam	Pulla	President	Village of Westchester	10300 Roosevelt Road		Westchester	IL	60154	(708) 345-0020			(708) 345-2873	<a href="mailto:spulla@westchester-il.org">spulla@westchester-il.org</a>
Mr.	Joseph T.	Tamburino	President	Village of Hillside	425 Hillside Avenue		Hillside	IL	60162	(708) 449-6450			(708) 236-5110	<a href="mailto:jtamburino@hillside-il.org">jtamburino@hillside-il.org</a>

Consulting Parties

Prefix	FirstName	LastName	Title	Company/Agency	Address1	Address2	City	State	PostalCode	WorkPhone	Ext.	AltPhone	FaxNumber	E-Mail
Ms.	Eleanor	Gorski	Deputy Commissioner	City of Chicago Historic Preservation Division; Department of Planning and Development	121 N. LaSalle Street	Room 1101	Chicago	IL	60602					<a href="mailto:landmarks@cityofchicago.org">landmarks@cityofchicago.org</a>
Ms	Sharon	Tiedt	President	Hillside Historical Society and Historical Commission	425 Hillside Avenue		Hillside	IL	60162					<a href="mailto:hillsidehistorical@gmail.com">hillsidehistorical@gmail.com</a>
Mr.	Frank	Lipo	Executive Director	Historical Society of Oak Park & River Forest	P.O. Box 771		Oak Park	IL	60303-0771					<a href="mailto:oprhistorymatters@shcglobal.net">oprhistorymatters@shcglobal.net</a>
Ms.	Bonnie	McDonald	President	Landmarks Illinois	30 N. Michigan Avenue	Suite 2020	Chicago	IL	60602					<a href="mailto:McDonaldB@lpci.org">McDonaldB@lpci.org</a>
Ms.	Lisa	DiChiera	Director of Advocacy	Landmarks Illinois	30 N. Michigan Avenue	Suite 2020	Chicago	IL	60602	312-922-1742				<a href="mailto:ldichiera@lpci.org">ldichiera@lpci.org</a>
Ms.	Jan	Arnold	Executive Director	Park District of Oak Park	218 Madison Street		Oak Park	IL	60302					<a href="mailto:jan_arnold@pdop.org">jan_arnold@pdop.org</a>
Ms.	Beth	Cheng	Executive Director	Friends of the Oak Park Conservatory	615 Garfield Street		Oak Park	IL	60304					<a href="mailto:manager@topcon.org">manager@topcon.org</a>
Mr.	Ward	Miller	Executive Director	Preservation Chicago	4410 N. Ravenswood		Chicago	IL	60640					<a href="mailto:wmler@preservationchicago.org">wmler@preservationchicago.org</a>
Mr.	David	Myers	Assistant Village Manager/Director of Community Development Planning Division	Village of Maywood Historic Preservation Commission	40 Madison Street		Maywood	IL	60153					<a href="mailto:dmyers@maywood-il.org">dmyers@maywood-il.org</a>
Mr.	Greg	Battaglia	Chair	Village of Oak Park Historic Preservation Commission	123 Madison Street		Oak Park	IL	60302					<a href="mailto:historicalpreservation@oak-park.us">historicalpreservation@oak-park.us</a>
Ms	Juanita	Iriazary	Executive Director	Friends of the Parks	17 N. State Street	Suite 1450	Chicago	IL	60602					<a href="mailto:info@fotps.org">info@fotps.org</a>
Ms	Heather	Gleason	Director	Planning and Construction	541 N. Fairbanks		Chicago	IL	60611					<a href="mailto:heather.gleason@chicagoparkdistrict.com">heather.gleason@chicagoparkdistrict.com</a>
Mr.	David	Halpin	Cultural Resources Manager	Illinois Historic Preservation Agency	1 Old State Capitol Plaza		Springfield	IL	62701					<a href="mailto:david_halpin@illinois.gov">david_halpin@illinois.gov</a>
Dr.	Rachel	Leibowitz	Deputy State Historic Preservation Officer	Illinois Historic Preservation Agency	1 Old State Capitol Plaza		Springfield	IL	62701					<a href="mailto:rachel.leibowitz@illinois.gov">rachel.leibowitz@illinois.gov</a>

Village Contacts

Prefix	First Name	Last Name	Title	Company/Agency	Address1	Address 2	City	State	PostalCode	Telephone	Ext.	AltPhone	FaxNumber	Email
Mr.	Marty	Walker	Superintendent of Public Works	Village of Bellwood	3200 Washington Blvd		Bellwood	IL	60104	(708) 547-3500				<a href="mailto:mwalker@villbellwood.il.us">mwalker@villbellwood.il.us</a>
Mr.	Matthew	Ames	Director of Public Works	Village of Broadview	2734 South 9th Ave.		Broadview	IL	60155	(708) 681-3602				<a href="mailto:mames@broadview-il.gov">mames@broadview-il.gov</a>
Mr.	John	Doss	Public Works Director	Village of Forest Park	7343 15th Street		Forest Park	IL	60130	(708) 323-9136				<a href="mailto:jdoss@forestpark.net">jdoss@forestpark.net</a>
Mr.	Tim	Gillian	Village Administrator	Village of Forest Park	517 DesPlaines Ave.		Forest Park	IL	60130	(708) 615-6201				<a href="mailto:tgillian@forestpark.net">tgillian@forestpark.net</a>
Mr.	Joseph L.	Pisano	Director of Public Works	Village of Hillside	425 Hillside Ave		Hillside	IL	60162	(708) 202-3434				<a href="mailto:jpisano@hillside-il.org">jpisano@hillside-il.org</a>
Mr.	Russell F.	Wajda	Village Administrator	Village of Hillside	425 Hillside Ave.		Hillside	IL	60162	(708) 449-6450				<a href="mailto:rwajda@hillside-il.org">rwajda@hillside-il.org</a>
Mr.	Willie	Norfleet, Jr.	Village Manager	Village of Maywood	40 Madison St.		Maywood	IL	60153	(708) 450-4429				<a href="mailto:wnorfleet@maywood-il.org">wnorfleet@maywood-il.org</a>
Mr.	John	West	Superintendent of Public Works	Village of Maywood	40 Madison Street		Maywood	IL	60153	(708) 450-8380				<a href="mailto:jwest@maywood-il.org">jwest@maywood-il.org</a>
Ms.	Cara	Pavlicek	Village Manager	Village of Oak Park	123 Madison St.		Oak Park	IL	60302					<a href="mailto:cpavlicek@oak-park.us">cpavlicek@oak-park.us</a>
Mr.	Robert	Lewis	Director of Public Works	Village of Westchester	10300 Roosevelt Rd		Westchester	IL	60154	708-345-0041				<a href="mailto:rlewis@westchester-il.org">rlewis@westchester-il.org</a>
Ms.	Janet	Matthys	Village Manager	Village of Westchester	10300 Roosevelt Rd		Westchester	IL	60154	(708) 345-0020				<a href="mailto:jmatthys@westchester-il.org">jmatthys@westchester-il.org</a>
Ms.	Jennifer "Sis"	Killen	Assistant Superintendent	Cook County Department of Transportation and Highways	69 W. Washington St., Ste. 2300		Chicago	IL	60602					<a href="mailto:jennifer.killen@cookcountynil.gov">jennifer.killen@cookcountynil.gov</a>
Ms.	Jill	Hayes	Bureau Chief	Cook County Department of Transportation and Highways	69 W. Washington St., Ste. 2300		Chicago	IL	60602					<a href="mailto:jill.hayes@cookcountynil.gov">jill.hayes@cookcountynil.gov</a>
Ms.	Brenda	Rancher McGruder	Coordinating Planner	CDOT	30 N. LaSalle St. 500		Chicago	IL	60602					<a href="mailto:brenda.mcgruder@cityofchicago.org">brenda.mcgruder@cityofchicago.org</a>
Mr.	Peter	Tsiolis	Chief of Staff	Village of Bellwood	3200 Washington Blvd		Bellwood	IL	60104					<a href="mailto:ptsiolis@villbellwood.il.us">ptsiolis@villbellwood.il.us</a>
Mr.	Bill	McKenna	Village Engineer	Village of Oak Park	123 Madison St		Oak Park	IL	60302					<a href="mailto:bmckenna@oak-park.us">bmckenna@oak-park.us</a>
Mr.	John	Wielebnicki	Public Works Director	Village of Oak Park	123 Madison St		Oak Park	IL	60302					<a href="mailto:jwielebnicki@oak-park.us">jwielebnicki@oak-park.us</a>
Ms.	Julia	Bachrach	Department of Planning and Construction	Chicago Park District	541 N. Fairbanks Court, 5th Floor		Chicago	IL	60611	(312) 742-4698				<a href="mailto:julia.bachrach@chicagoparkdistrict.com">julia.bachrach@chicagoparkdistrict.com</a>
Mr.	Larry	Piekarz	Executive Director	Park District of Forest Park	7501 Harrison St		Forest Park	IL	60130	(708) 366-7500	12			<a href="mailto:lpiekarz@pdfof.org">lpiekarz@pdfof.org</a>



**YOU'RE INVITED!**

# ***Section 106 Consulting Parties Meeting for the I-290 Study***

**SECTION 106 CONSULTING PARTIES MEETING TO BE HELD  
AUGUST 11, 2016 • 9:00 - 11:00 a.m.  
The Carleton Hotel of Oak Park, Foxboro Room**



[www.dot.il.gov](http://www.dot.il.gov) | [www.EisenhowerExpressway.com](http://www.EisenhowerExpressway.com)



**As a Section 106 Consulting Party for the preparation of an Environmental Impact Statement for the improvement of I-290 from west of US 12/20/45 (Mannheim Road) to Racine Avenue in Cook County, you are invited to join the Illinois Department of Transportation for an overview of the I-290 Section 106 progress to date.**

This meeting will focus on a review of the historic resources along the I-290 corridor as identified in the Historic Properties Identification (HPI) Report (March 2016) and the Historic Properties Identification (HPI) Addendum Report (May 2016) that were transmitted to your organization under a separate cover letter dated July 13, 2016. FHWA, IDOT, and its consultants will be there to explain the Section 106 process, and the role of consulting parties in that process. They will also discuss the project timeline, Area of Potential Effects (APE), the identification and evaluation of properties for inclusion in the National Register of Historic Places (NRHP), and the proposed methodology to assess the effects of the undertaking on historic properties.

### **Section 106 Consulting Parties Meeting will be held on:**

**Thursday, August 11, 2016  
9:00 – 11:00 a.m.**

The Carleton Hotel of Oak Park, Foxboro Room  
1110 Pleasant Street  
Oak Park, IL 60302

**Please RSVP by August 9th to:  
Mark Peterson (847) 705-4569  
[mark.peterson@illinois.gov](mailto:mark.peterson@illinois.gov)**

*\* This meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Kristina Kuehling of Images, Inc. at (630) 510-3944 ext. 112. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/ or 711; TTY users (Spanish) (800) 501-0864/ or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting.*



Illinois Department  
of Transportation

Eisenhower Expressway Project  
Illinois Department of Transportation  
Division of Highways - District One  
201 W. Center Court  
Schaumburg, Illinois 60196









August 11, 2016


**Section 106 Meeting**

9:00 AM - 11:00 AM

The Carleton Hotel of Oak Park

Initial Here	Last Name	First Name	Title	Organization	Address	City	ST	Zip	E-mail
	Abu-Taleb	Anan	President	Village of Oak Park	123 Madison Street	Oak Park	IL	60302	dpope@oak-park.us
	Ames	Matthew	Director of Public Works	Village of Broadview	2734 South 9th Ave.	Broadview	IL	60155	mames@broadview-il.gov
	Arnold	Jan	Executive Director	Park District of Oak Park	218 Madison Street	Oak Park	IL	60302	jan.arnold@pdop.org
JB	Bachrach	Julia	Department of Planning and Construction	Chicago Park District	541 N. Fairbanks Court, 5th Floor	Chicago	IL	60611	julia.bachrach@chicagoparkdistrict.com
	Battaglia	Greg	Chair	Village of Oak Park Historic Preservation Commission	123 Madison Street	Oak Park	IL	60302	historicpreservation@oak-park.us
	Calderone	Anthony	Mayor	Village of Forest Park	517 Des Plaines Avenue	Forest Park	IL	60130	mayor@forestpark.net
	Cheng	Beth	Executive Director	Friends of the Oak Park Conservatory	615 Garfield Street	Oak Park	IL	60304	manager@fopcon.org
	Cronin	Dan	Chairman of the Board	Dupage County	421 N. County Farm Rd.	Wheaton	IL	60187	chairman@dupageco.org
	DiChiera	Lisa	Director of Advocacy	Landmarks Illinois	30 N. Michigan Avenue Ste 2020	Chicago	IL	60602	dichiera@lpci.org

Doss	John	Public Works Director	Village of Forest Park	7343 15th Street	Forest Park	IL	60130	jdoss@forestpark.net
Gillian	Tim	Village Administrator	Village of Forest Park	517 DesPlaines Ave.	Forest Park	IL	60130	tgillian@forestpark.net
Gleason	Heather	Director	Chicago Park District, Planning and Construction	541 N. Fairbanks	Chicago	IL	60611	heather.gleason@chicagoparkdistrict.com
Gorski	Eleanor	Deputy Commissioner	City of Chicago Historic Preservation Division; Commission on Chicago Landmarks	121 N. LaSalle Street, Rm 1101	Chicago	IL	60602	landmarks@cityofchicago.org
Halpin	David	Cultural Resources Manager	Illinois Historic Preservation Agency	1 Old State Capitol Plaza	Springfield	IL	62701	david.halpin@illinois.gov
Hamilton	Luann	Deputy Commissioner/Chief Engineer	Chicago Department of Transportation	30 N. LaSalle St., Ste 500	Chicago	IL	60602-2570	luann.hamilton@cityofchicago.org
Hayes	Jill	Bureau Chief	Cook County Department of Transportation and Highways	69 W. Washington St., Ste. 2300	Chicago	IL	60602	jill.hayes@cookcountyl.gov
Irizary	Juanita	Executive Director	Friends of the Parks	17 N. State Street Ste 1450	Chicago	IL	60602	info@fotp.org
Jones	Sherman	President	Village of Broadview	2350 South 25th Avenue	Broadview	IL	60155	villagehall@broadview-il.gov
Killen	Jennifer "Sis"	Assistant Superintendent	Cook County Department of Transportation and Highways	69 W. Washington St., Ste. 2300	Chicago	IL	60602	jennifer.killen@cookcountyl.gov
Leibowitz	Rachel	Deputy State Historic Preservation Officer	Illinois Historic Preservation Agency	1 Old State Capitol Plaza	Springfield	IL	62701	rachel.leibowitz@illinois.gov
Lewis	Robert	Director of Public Works	Village of Westchester	10300 Roosevelt Rd	Westchester	IL	60154	rlewis@westchester-il.org

	Lipo	Frank	Executive Director	Historical Society of Oak Park & River Forest	P.O. Box 771	Oak Park	IL	60303-0771	oprhistorymatters@sbcglobal.net
	Matthys	Janet	Village Manager	Village of Westchester	10300 Roosevelt Rd	Westchester	IL	60154	jmatthys@westchester-il.org
	McDonald	Bonnie	President	Landmarks Illinois	30 N. Michigan Avenue Ste 2020	Chicago	IL	60602	McDonaldB@lpci.org
	Mckenna	Bill	Village Engineer	Village of Oak Park	123 Madison St	Oak Park	IL	60302	bmckenna@oak-park.us
	Miller	Ward	Executive Director	Preservation Chicago	4410 N. Ravenswood	Chicago	IL	60640	wmiller@preservationchicago.org
	Myers	David	Asst. Village Manager/Dir. of Community Development	Village of Maywood Historic Preservation Commission	40 Madison Street	Maywood	IL	60153	dmyers@maywood-il.org
	Norfleet, Jr.	Willie	Village Manager	Village of Maywood	40 Madison St.	Maywood	IL	60153	wnorfleet@maywood-il.org
	Pasquale	Frank A.	Mayor	Village of Bellwood	3200 Washington Boulevard	Bellwood	IL	60104	fpasquale@vil.bellwood.il.us
	Pavicek	Cara	Village Manager	Village of Oak Park	123 Madison St.	Oak Park	IL	60302	cpavicek@oak-park.us
	Perkins	Edwenna	Mayor	Village of Maywood	40 Madison Street	Maywood	IL	60153	eperkins@maywood-il.org
	Plekarz	Larry	Executive Director	Park District of Forest Park	7501 Harrison St	Forest Park	IL	60130	lplekarz@pdofp.org
	Pisano	Joseph L.	Director of Public Works	Village of Hillside	425 Hillside Ave	Hillside	IL	60162	jpisano@hillside-il.org



	Preckwinkle	Toni	President of the Board	Cook County	118 N. Clark St. Rm 537	Chicago	IL	60602	toni.preckwinkle@cityofchicago.org, toni.preckwinkle@gmail.com
✓	Pulla	Sam	President	Village of Westchester	10300 Roosevelt Road	Westchester	IL	60154	spulla@westchester-il.org
	Rancher McGruder	Brenda	Coordinating Planner	Chicago Department of Transportation	30 N. LaSalle St. St. 500	Chicago	IL	60602	brenda.mcgruder@cityofchicago.org
	Tamburino	Joseph T.	President	Village of Hillside	425 Hillside Avenue	Hillside	IL	60162	jtamburino@hillside-il.org
	Triedt	Sharon	President	Hillside Historical Society and Historical Commission	425 Hillside Avenue	Hillside	IL	60162	hillsidehistorical@gmail.com
	Tsiois	Peter	Chief of Staff	Village of Bellwood	3200 Washington Blvd	Bellwood	IL	60104	ptsiois@vil.bellwood.il.us
	Walda	Russell F.	Village Administrator	Village of Hillside	425 Hillside Ave.	Hillside	IL	60162	rwalda@hillside-il.org
	Walker	Marty	Superintendent of Public Works	Village of Bellwood	3200 Washington Blvd	Bellwood	IL	60104	mwalker@vil.bellwood.il.us
	West	John	Superintendent of Public Works	Village of Maywood	40 Madison Street	Maywood	IL	60153	jwest@maywood-il.org
	Wielebnicki	John	Public Works Director	Village of Oak Park	123 Madison St	Oak Park	IL	60302	jwielebnicki@oak-park.us

# I-290 Phase I Study Section 106 Consulting Parties Meeting

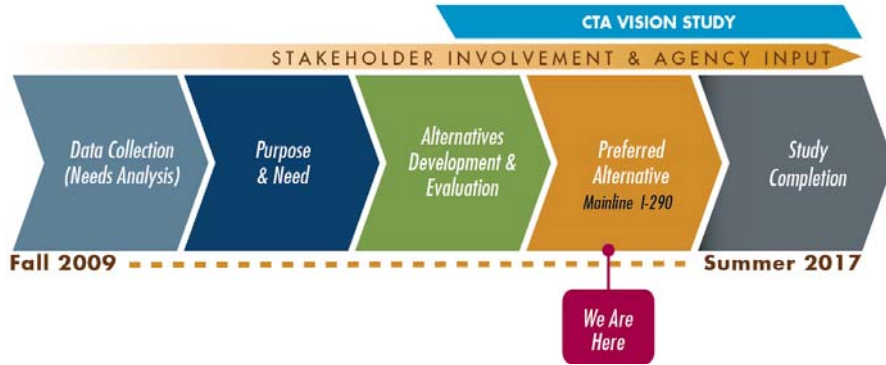
August 11, 2016



## Meeting Agenda

- Overview of I-290 Study Area and Schedule
- Overview of I-290 Preferred Alternative
- Overview of Section 106 Review Process
- Identification/Evaluation of Historic Properties
- Proposed Methodology to Evaluate Project Effects
- Next Steps

# I-290 Study Overview



# I-290 Study Area



- 13 Mile Study Corridor – Cook County
- Between 2 system interchanges
  - I-88 & I-294
  - I-90/94 (Jane Byrne Interchange – fka: Circle Interchange)
- 7 Municipalities + City of Chicago
- Fully developed urban corridor
- 40 cross-streets + 7 pedestrian bridges
- Parallel & crossing freight rail (3 crossings)
- Parallel heavy rail transit
  - CTA Blue Line in shared I-290 ROW
  - CTA Green Line (1 mile north)
  - CTA Pink Line (1.3 miles south)
- Robust bus service network (CTA & Pace)
- Metra commuter rail





## I-290 History – Original Design & Construction



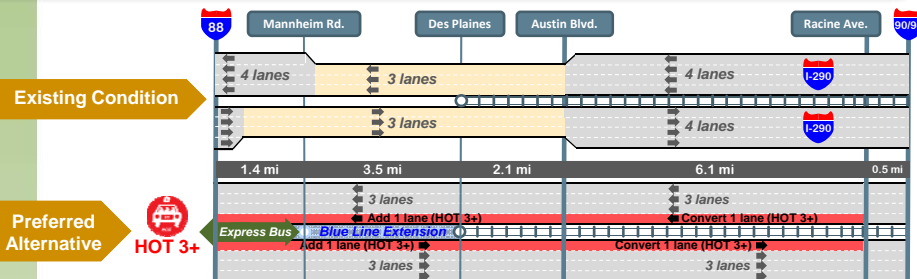
- Designed in 1940s
- Land acquisition began in 1942
- Opened in 7 segments, 1955 to 1960
- One of first multi-modal expressway corridors in nation



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## Preferred Alternative – HOT 3+ & Supporting Transit



### CONGESTION

- ✓ 56% travel time savings and improved reliability in HOT 3+ lane

### SAFETY

- ✓ 6.2% overall safety improvement
- ✓ Improved non-motorized safety

### FACILITY DESIGN

- ✓ Improved community connections and access to transit

### MINIMIZE OR AVOID COMMUNITY IMPACTS

- ✓ Mainline remains in existing ROW
- ✓ Minimal additional ROW required and no displacements

### ADDITIONAL TRAVEL CHOICES

- ✓ Managed lane for 3+ person carpools and express bus service
- ✓ New east-west multi-use trail



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## What is Section 106 Review?




- National Historic Preservation Act of 1966, as amended (16 USC 470 et seq.) and implementing regulations (36 CFR 800)
  - *Federal agencies must consider effects of undertakings on historic properties*
  - *Federal agencies must provide Advisory Council on Historic Preservation (ACHP) opportunity to comment prior to decision*
- Federal Undertakings
  - *Receive federal funding*
  - *Require federal permit or approval*
  - *Occur on federally owned property*

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## Overview of Section 106 Review Process



- Coordinate with State Historic Preservation Officer (SHPO)
- Identify Section 106 consulting parties
- Define Area of Potential Effects (APE)
- **Identify/evaluate historic properties in APE** 
- Evaluate project effects to historic properties
- Resolve adverse effects to historic properties, if any
- Throughout process, continue consultation with SHPO and consulting parties

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## Who is Involved in Section 106 Review?



- Federal Highway Administration (FHWA) – lead federal agency
- Illinois Department of Transportation (IDOT)
- Illinois Historic Preservation Agency (IHPA) – SHPO
- Consulting Parties
  - *Federally recognized Indian tribes*
  - *Local governments in project area*
  - *Organizations with demonstrated interest in historic preservation*
  - *ACHP*

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## What is the Role of Section 106 Consulting Parties?



- Lead federal agency must actively consult & consider consulting parties' comments and views about project effects
- Consulting parties have opportunity to:
  - *Share views*
  - *Receive/review pertinent information & project documentation*
  - *Offer ideas*
  - *Consider possible solutions in coordination with federal agency and other consulting parties*

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## Defining the Area of Potential Effects (APE)



- Geographic area where project may directly or indirectly affect historic properties
- I-290 APE boundary includes:
  - I-290 interstate right-of-way
  - Cross streets & railroad crossings with planned improvements
  - One parcel adjacent to interstate, cross streets, & railroad crossings
  - May extend greater than one parcel for vacant parcels or viewshed considerations

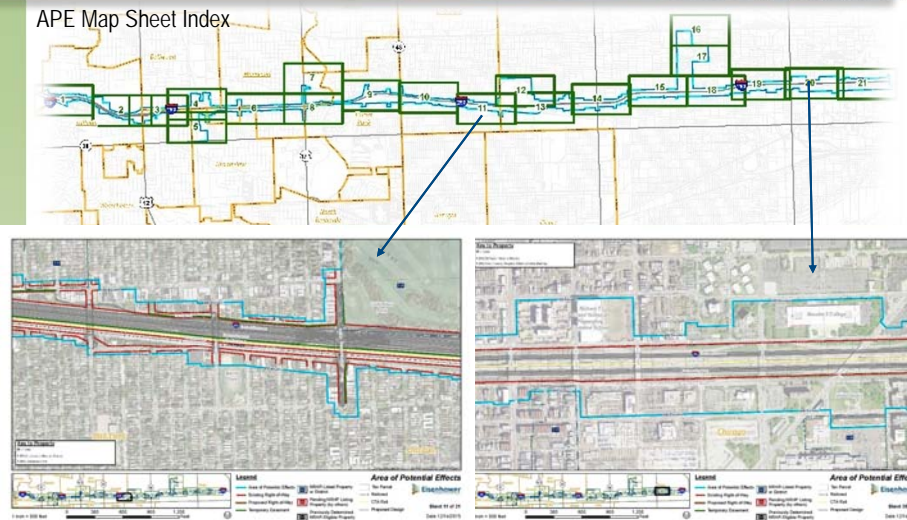
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## I-290 Area of Potential Effects (APE)



### APE Map Sheet Index



Reconstruction Section

Restriping Section

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## What are Historic Properties?



- Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, National Register of Historic Places (NRHP)
  - *Artifacts, records, and remains related to and located within NRHP properties*
  - *Properties of traditional religious & cultural importance to Indian tribe or Native Hawaiian organization that meet NRHP criteria*
  - *Generally, at least 50 years old*

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## What are Historic Properties?



- To identify historic properties, complete literature review & field survey of APE
  - *Published literature pertinent to history/architecture of APE*
  - *Existing databases/prior surveys of known properties*
  - *Identify NRHP-listed and previously determined NRHP-eligible historic properties*
  - *Field survey of resources meeting 50-year age criterion by qualified architectural historians*

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## Evaluating NRHP Eligibility



- NRHP – official list of historic properties worthy of preservation and recognized for significance in American history, architecture, engineering, and culture

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## Evaluating NRHP Eligibility



- NRHP Criteria for Evaluation
  - *Criterion A* – Association with significant history or events
  - *Criterion B* – Association with significant persons in past
  - *Criterion C* – Significant work of architecture, landscape architecture, engineering, and/or work of master
  - *Criterion D* – Potential to yield important information about past through archaeological investigations

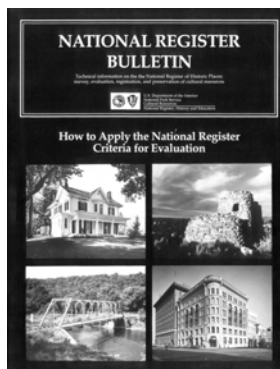
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## Evaluating NRHP Eligibility

- Aspects of Integrity
  - Location
  - Setting
  - Design
  - Workmanship
  - Materials
  - Feeling
  - Association
- Period of Significance
- Historic Boundary



### VIII. HOW TO EVALUATE THE INTEGRITY OF A PROPERTY

**INTRODUCTION**

Integrity is the ability of a property to convey its historical significance. The National Register of Historic Places (NRHP) is a national list of the United States' historic places worthy of preservation. Properties listed on the NRHP are those that have been deemed to be of national significance, either because of their historical, architectural, archaeological, or scientific values. The National Register is administered by the National Park Service, an agency of the United States Department of the Interior.

**SEVEN ASPECTS OF INTEGRITY**

- Location
- Design
- Feeling
- Materials
- Workmanship
- Association
- Setting

**UNDERSTANDING THE ASPECTS OF INTEGRITY**

**LOCATION**

Location is the place where the historic property is situated. The location of a property is an important factor in its evaluation for the NRHP. The location of a property should be considered in relation to the historic context of the area in which it is situated. The location of a property should also be considered in relation to the historic context of the nation as a whole.

## Is the I-290 Corridor a Historic Property?

- Section 106 Exemption Regarding Effects to the Interstate Highway System (36 CFR 800.14(c))
  - ACHP adopted on March 10, 2005
  - Excludes 46,700-mile Interstate System from consideration as historic property under Section 106
  - Exceptions are individual elements/structures that are exceptional or meet NRHP criteria's national level of significance
  - Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System

## I-290 Identification and Evaluation of Historic Properties within APE



- Identified known NRHP-listed historic properties within APE
  - 1 National Historic Landmark
  - 5 NRHP-listed historic properties
  - 2 previously determined NRHP-eligible historic properties
  - 1 historic property pending NRHP designation
- 35 properties required intensive-level field survey and further NRHP eligibility evaluation by qualified architectural historians
  - Evaluated in Section 106 Historic Properties Identification Report (March 2016)
  - 12 individual historic properties recommended NRHP-eligible

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## I-290 Identification and Evaluation of Historic Properties within APE



- March 31, 2016 APE field review with IHPA
  - Identified 11 additional properties/districts requiring NRHP evaluation
  - Coordinated with CTA on NRHP eligibility of Commonwealth Edison Kolmar Substation
- Evaluated 11 additional properties/districts in Section 106 Historic Properties Identification Addendum Report (May 2016)
  - 3 individual historic properties recommended NRHP-eligible
  - Commonwealth Edison Kolmar Substation revised to not NRHP-eligible due to lack of integrity and historic/architectural significance

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*I-290 Identification and Evaluation of Historic Properties within APE*  
*NRHP-Listed Properties*



**Columbus Park**  
 500 S. Central Ave., Chicago  
*National Historic Landmark, Criteria A and C*



**Garfield Park**  
 100 N. Central Park Ave., Chicago  
*Criteria A and C*



**Tri-Taylor Historic District**  
 Roughly bounded by Oakley, Harrison, Claremont, and Taylor Streets, Chicago  
*Criteria A and C*



**Cook County Hospital Administration Building**  
 1835 West Harrison St., Chicago  
*Criteria A and C*



*I-290 Identification and Evaluation of Historic Properties within APE*  
*NRHP-Listed Properties*



**Oak Park Conservatory**  
 615 Garfield St., Oak Park  
*Criteria A and C*



**Gunderson Historic District**  
 Roughly bounded by Madison, Harrison, and Gunderson Streets and South Ridgeland Avenue, Oak Park  
*Criteria A and C*





*I-290 Identification and Evaluation of Historic Properties within APE  
Previously Determined NRHP-Eligible Properties*



**Paulina Mansions**  
901-927 Wesley  
Avenue and 701-711  
Garfield Street, Oak  
Park  
*Criterion C*

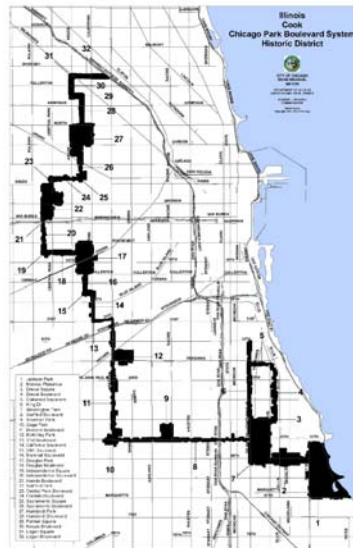


**Hulbert Historic  
District**  
Roughly bounded by  
Madison and Harrison  
Streets and Clinton  
and Kenilworth  
Avenues, Oak Park  
*Criteria A and C*

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*I-290 Identification and Evaluation of Historic Properties within APE  
Pending NRHP Designation*



**The Chicago Park Boulevard  
System Historic District**  
Includes approximately 26 miles  
of parks and boulevards  
beginning at Dr. Martin Luther  
King, Jr. Drive and ending at  
Logan Boulevard, Chicago  
*Criteria A and C*

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*I-290 Identification and Evaluation of Historic Properties within APE*  
*Recommended NRHP-Eligible Properties*



**Synagogue for  
 Congregation  
 B'Nai Israel of  
 Proviso**  
 10216 Kitchner  
 Street,  
 Westchester  
*Criterion C,  
 Criteria  
 Consideration A*



**Commercial  
 building at 841  
 South Oak  
 Park**  
 841 S. Oak Park  
 Ave., Oak Park  
*Criterion C*



**Park District of  
 Forest Park**  
 7441 Harrison  
 Street, Forest  
 Park  
*Criteria A and C*



**Suburban Trust  
 and Savings  
 Bank Building**  
 840 S. Oak Park  
 Ave., Oak Park  
*Criterion C*



*I-290 Identification and Evaluation of Historic Properties within APE*  
*Recommended NRHP-Eligible Properties*



**T.A. Holm  
 Building**  
 905 S. Oak Park  
 Ave., Oak Park  
*Criteria A, B, C*



**Assumption  
 Greek  
 Orthodox  
 Church**  
 601 S. Central  
 Ave., Chicago  
*Criterion C,  
 Criteria  
 Consideration A*



**Maze Branch  
 Library**  
 845 S.  
 Gunderson  
 Ave., Oak Park  
*Criteria A, B, C*



**Altgeld Park  
 Fieldhouse**  
 515 S.  
 Washtenaw  
 Ave., Chicago  
*Criteria A, C*



*I-290 Identification and Evaluation of Historic Properties*  
*Recommended NRHP-Eligible Properties*



**Crane  
Technical High  
School**  
2301 W.  
Jackson Blvd.,  
Chicago  
*Criteria A, C*



**Chicago &  
Midwest  
Regional Joint  
Board Building**  
333 S. Ashland  
Ave., Chicago  
*Criteria A, C*



**Louis Pasteur  
Memorial**  
1800 W.  
Harrison St.,  
Chicago  
*Criterion C,  
Criteria  
Considerations  
B, F*



**St. Eulalia  
Church**  
1851 S. 9<sup>th</sup> Ave.,  
Maywood  
*Criterion C,  
Criteria  
Consideration A*

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*I-290 Identification and Evaluation of Historic Properties within APE*  
*Recommended NRHP-Eligible Properties*



**First Church of the  
Brethren**  
425 S. Central Park  
Blvd., Chicago  
*Criterion C, Criteria  
Consideration A*



**Precious Blood  
Roman Catholic  
Church**  
2401 W. Congress  
Pky., Chicago  
*Criterion C, Criteria  
Considerations A, B*

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- In summary, 23 historic properties identified
  - 1 National Historic Landmark
  - 5 NRHP-listed historic properties
  - 2 previously determined NRHP-eligible historic properties (by other agencies)
  - 1 historic property pending NRHP designation (independent of the I-290 project)
  - 14 individual historic properties recommended NRHP-eligible



*Discussion –  
Identification and Evaluation of  
Historic Properties*



## Evaluating Project Effects to Historic Properties



- Criteria of Adverse Effect defined in 36 CFR 800.5:

“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 to 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.”

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## Evaluating Project Effects to Historic Properties



- Adverse effect – project may alter characteristics that qualify property for NRHP in manner that diminishes integrity
- Integrity is ability of property to convey significance, based on location, design, setting, materials, workmanship, feeling, and association
- Assess each property and make overall project finding of effect
  - *No Effect*
  - *No Adverse Effect*
  - *Adverse Effect*

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## Evaluating Project Effects to Historic Properties



- Examples of adverse effects include, but not limited to:
  - *Physical destruction or damage*
  - *Alteration of property*
  - *Removal of property from historic location*
  - *Change of character of use or physical features within setting that contribute to historic significance*
  - *Introduction of visual, atmospheric, or audible elements that diminish integrity of significant historic features*

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## I-290 Effects Assessment Methodology



- Change of character of use or physical features within setting that contribute to historic significance
  - *What is overall importance of setting to eligibility?*
  - *Does the property retain integrity of setting? Integrity of setting for historic properties along I-290 currently and substantially compromised when expressway constructed in 1950s*
  - *Do historically significant viewsheds remain?*
  - *Project components may be visible and obstruct views to or from property, but that is not necessarily an adverse effect*

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## I-290 Effects Assessment Methodology



- Introduction of visual, atmospheric, or audible elements that diminish integrity of significant historic features
  - *What are significant historic features and aspects of integrity?*
  - *What effect would project elements have to historic properties?*



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## Noise Wall Analysis



- FHWA-required process
- Wall evaluated in areas where traffic noise exceeds Noise Abatement Criteria (NAC)
- Walls proposed if they
  - Can be physically constructed
  - Meet noise reduction and cost criteria
  - Are locally supported/voted for
- Voter eligibility
  - Property owners and tenants benefitted by a noise wall
  - Benefit defined as 5 or more decibel decrease (exterior)

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## Noise Wall Analysis



### IDOT CURRENT TYPICAL WALL



#### Final Design (Phase II)

- Balloting revisited if public sentiment has changed due to time lapse, wall technology or policy

#### Construction (Phase III)



Researching new wall technologies, such as transparent barriers

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## Noise Wall Analysis – Process & Timeline



### 25th Avenue to 1st Avenue Noise Wall Re-Evaluation and Voting Schedule

IDOT is reanalyzing noise walls for I-290 between 25th and 1st Avenues as a result of the revised design developed in this area

AUGUST

SEPTEMBER

OCTOBER

**Noise Wall Ballots Mailed**

August 19, 2016

September 23, 2016

Analysis

Noise Wall Voting

Add'l Voting (if needed)

**Voting Complete**

October 21, 2016



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## Next Steps



### Noise Wall Analysis

- Complete re-analysis of noise walls – August 2016
- Noise wall viewpoints solicitation surveys – October 2016

### Environmental Impact Statement

- DEIS Preparation – Fall 2016
- DEIS Release – December 2016
- Public Hearing – January 2017

### Section 106

- Prepare Assessment of Effects Report – January 2017
- Consulting Parties Review of Effects Report – February-March 2017
- Section 106 Consulting Parties Meeting #2 – March 2017
- Complete Section 106 Review – April 2017

### FEIS/Study Completion – Summer 2017

- Final design, ROW and construction not funded



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## DRAFT MEETING SUMMARY

### Section 106 Consulting Parties Meeting

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**Date:** August 11, 2016  
**Time:** 9:00 a.m.  
**Location:** Carleton of Oak Park Hotel, 1110 Pleasant St., Oak Park, IL 60302

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On Thursday, August 11, 2016 at 9:20 a.m., a meeting was held between the Section 106 Consulting Parties and the Illinois Department of Transportation (IDOT) I-290 Project Study Team to discuss the identification and evaluation of historic properties for the I-290 project as discussed in the *Section 106 Historic Properties Identification Report* (HPI) (March 2016) and the *Section 106 Historic Properties Identification Addendum Report* (May 2016). Attendees included representatives from Landmarks Illinois (LI), Chicago Park District (CPD), Chicago Department of Transportation (CDOT), Village of Oak Park (VOP), Village of Oak Park Historic Preservation Commission (VOP HPC), and the IDOT I-290 Project Study Team (PST).

The *Section 106 HPI Report* and *Section 106 HPI Addendum Report* were made available on a CD to the Consulting Parties prior to the meeting. The CDs were mailed to the Consulting Parties for their review on July 13, 2016. The submittal requested the Consulting Parties review the contents and findings of the reports and provide any comments within a 30-day review period.

Agenda topics for the meeting included an overview of the I-290 study area and schedule, overview of the I-290 preferred alternative, overview of the Section 106 review process and the role of consulting parties in that process; identification and evaluation of historic properties, and proposed effects assessment methodology. Section 106 Consulting Parties were provided an opportunity to provide input and comment on the project and recommended NRHP-eligible historic properties.

IDOT provided an overview of the Section 106 process. This included an explanation of each step of the Section 106 process and a discussion of the respective roles and responsibilities of the lead federal agency, Illinois Historic Preservation Agency (IHPA)/State Historic Preservation Officer (SHPO), and the consulting parties. An overview of the project's Area of Potential Effects (APE), the NRHP criteria of evaluation used to assess NRHP eligibility, and the process that was undertaken by the project's qualified architectural historians to identify historic properties in the APE was also given. The content and findings contained in the *Section 106 Historic Property Identification Report* (March 2016) and the *Section 106 Historic Property Identification Addendum Report* (May 2016), currently under review by the Section 106 consulting parties and IHPA/SHPO, was provided.

IDOT identified the name and status of each NRHP-listed, previously determined NRHP-eligible, and NRHP-eligible historic property and district identified or evaluated in the APE.

#### Meeting Discussion of Historic Properties Identification and Evaluation

- LI asked about the NRHP eligibility of the Eisenhower Tower in Maywood because it has been informally attributed to the prominent architectural firm Skidmore, Owings & Merrill; this information has not previously been confirmed. She indicated the Skidmore, Owings & Merrill architect, Karen Widi, may be looking into the firm's project files to determine if the firm was

involved with the Eisenhower Tower. LI also asked if an association with that architectural firm would change the eligibility recommendation. PST explained that the project architectural historians' research indicated it was designed by Schipporeit, Inc. If the building was designed by Skidmore, Owings & Merrill, this would likely not change the eligibility recommendation as the building likely would not meet the exceptional significance criteria required for buildings less than 50 years of age under Criteria Consideration G. IDOT will further investigate the Eisenhower Tower's architect through additional research, and contact Karen Widi.

- LI noted that the Malcolm X College Building identified in the HPI as eligible has been demolished.
- CPD shared additional information about the NRHP multiple property listing for Chicago's parks. Specifically, that Altgeld Park was acknowledged in that listing as NRHP-eligible.
- CPD inquired about the NRHP eligibility of Loretto Hospital given its prominence along the I-290 corridor near Columbus Park. IDOT explained that it had been evaluated for NRHP eligibility in the *Section 106 Historic Properties Identification Report* (March 2016) and recommended not eligible because of significant alterations to the building since its construction.
- LI inquired about Cook County's involvement as a consulting party. PST and IDOT indicated that Cook County had been included as a consulting party and was notified of the meeting. LI asked the team to share the Section 106 consulting parties list. (Post meeting note - provided in an 8/11/16 email).
- VOP HPC asked about the longevity of a NRHP eligibility determination, and whether the property involved would still be considered eligible once the project is completed. IDOT stated that once a property was determined NRHP eligible, and received SHPO concurrence, the property would be considered NRHP-eligible for other projects with no formal NRHP nomination/designation required. Property owners are not notified since we are not formally submitting an application for the property. For the purposes of Section 106, eligible properties have the same standing as listed properties.
- VOP asked about the basis for establishing the Area of Potential Effects (APE). IDOT explained that the boundary was formed considering the limits of the proposed project improvements are within the existing right-of-way for the most part. Initially, the limits were extended one parcel beyond the existing right-of-way, and then expanded to account for sight lines from those improvements to incorporate vacant parcels and broader viewsheds. Architectural historians went parcel by parcel to determine the APE. It was noted that in an urban area, the APE is constrained by other buildings. Also, because there may be a viewshed to the improvement, does not mean there will be an effect.

IDOT provided a brief overview of the proposed assessment of effects methodology, which will be undertaken after the identification and evaluation of historic properties is completed. IDOT provided general examples of potential adverse effects and discussed the factors considered when assessing indirect effects from visual or audible project elements. This included a discussion with the meeting participants on the manner in which a historic property's significant features is assessed, which aspects of integrity a historic property retains, the importance of setting to the property's eligibility, and the difference between historically significant viewsheds and views to or from a historic property.

IDOT also provided an overview of the noise wall analysis requirements and study completed to date. Currently, IDOT's typical noise walls are textured concrete but the agency is investigating acrylic, see-through wall types that would help maintain visual aspects of the corridor.

- CPD requested discussion for potential noise wall effects citing a scenario for a tall wall at Oak Park Avenue in front of the eligible bank building. Although the structure may not have landscape in the historic designation, it would no longer be in the public sphere. IDOT said that each structure has to be evaluated individually. With the bank at Oak Park Avenue, the orientation is more toward Oak Park Avenue and other commercial viewpoints. We need to determine what is significant and it is property specific. Considering noise and air quality elements, the existing noise levels are over the Noise Abatement Criteria and there is no noticeable increase in noise level for the proposed improvements. For air quality, pollutant levels are actually reduced somewhat.
- CPD asked about the connectivity of the shared use path into Columbus Park. IDOT said that the shared use path would connect to the Illinois Prairie Path at 1<sup>st</sup> Avenue. The path would follow along Maybrook Drive past the CTA Forest Park Station and then along the north side of the expressway right-of-way.
- IDOT clarified that no right-of-way is anticipated being acquired from any NRHP-listed or eligible properties and that only a minor amount of new right-of-way would be acquired as part of the project.

IDOT closed the meeting with an overview of the next steps in the project schedule for the noise wall analysis, the Environmental Impact Statement, and Section 106 effects determination process. IDOT informed the meeting participants that a formal extension to the comment period for the recommended NRHP determinations of eligibility would be provided to the Section 106 Consulting Parties. The comment period would be extended to August 31, 2016.

**Attendees**

Meeting attendees are listed in the attendance roster attached.