59th/60th Street Metra Station

Section 106 Eligibility and Assessment of Effects Report

March 10, 2022

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A. Undertaking

A-1. Overview

Metra is proposing to reconstruct and improve the 59th/60th Street Station on the Metra Electric District (MED) line to maintain service, improve accessibility per the standards issued under the Americans with Disabilities Act (ADA), and accommodate new ridership for the University of Chicago expansion south of the Midway Plaisance. Planned improvements include reconstruction of all four platform-level headhouses, reconstruction of the 59th Street and 60th Street depots (currently closed), ADA access to the platforms, platform amenities, and viaduct improvements.

The MED is on a grade-separated embankment at the 59th/60th Street Station and provides 68 inbound and 58 outbound trains every weekday, effective May 18, 2020. The 59th Street platforms, shelters, and lighting were last reconstructed in 2017. The boarding platforms can only be accessed by stairs from street level and do not currently meet the standards of ADA accessibility. The 60th Street depot entrance has been closed for almost 45 years and is unsafe for occupation. The entrance to the platforms from the 60th Street depot is sealed with masonry and the track-level access is sealed with wood and fencing. The existing conditions, coupled with an anticipated increase in ridership due to University of Chicago expansion projects and the construction of the Barack Obama Presidential Center nearby, justify the need for improved, accessible infrastructure and the reopening of the 60th Street entrance.

A-2. Project Description

Street Level Depot Work

The proposed project includes extensive work at both the 59th Street and 60th Street depots and platforms. The scope of work at each area is identified in the drawings in **Appendix 1** and includes the following:

The 60th Street entrance, currently closed, would be re-opened. The street-level depots at both 59th Street and 60th Street would be completely redesigned due to their advanced states of deterioration and the limitations presented in the existing depot size **(Appendix 1, Figures 1 & 2)**. The original infilled brick masonry walls between the columns and the interior demising walls would be removed. The new exterior walls of the depots would be glazed. The new glazed walls at the west end of the depots would extend further out towards the face of the viaducts than the existing depot footprint but would retain a setback from the west face of the viaducts. Additionally, the footprint of the 59th Street station would extend south and the 60th Street station would extend north to expand the depot floorspace to accommodate a larger waiting area, improve circulation, and provide space for elevators. The new glazed walls would encompass the innermost row of existing columns that support the viaducts **(Appendix 1, Figure 5)**. The glazed wall would not alter or intersect with the columns. The long-vacant ticket agent

booths **(Appendix 3, Figure 10)** would also be removed to create sufficient floorspace for the programming needs identified above.

Exposed concrete beams with ornamental panels at the existing stairwells **(Appendix 3, Figures 34 & 35)** would be altered and no longer visible in the new design, while the stairwells would be fully relocated to allow for the construction of new elevators.

Embankment Layout

The 59th/60th Street Viaducts and Embankment remain in the same location as the original track structure, maintaining an important demising line between Jackson Park and the Midway Plaisance. Metra does not own the full width of the embankment. Metra's four tracks and stations are on the western portion of the embankment. The eastern portion of the embankment and the two easternmost tracks are owned and operated by the Canadian National Railway (CN). Metra's project improvements both on top of the embankment and under the viaducts would occur only on the west, Metra-owned side.

Viaduct Columns and Structure Improvements

Metra is planning improvements to the 59th/60th Street Viaducts. Metra would waterproof the surface under their four tracks to prevent water leakage and potential damage to the new depots. Metra has encouraged CN Railway, who owns and operates the adjacent tracks, to also waterproof their portion of the surface underneath the tracks to prevent potential moisture migration. No such plan has currently been put in place by CN. Metra plans to continue communication with them on possible mitigation measures. Concrete repair work is planned to fix cracked concrete columns and to restore them to their original round shape. The columns would be painted white and lighting improvements would be made near the depot entrances.

The viaduct columns are arranged with five bents running east to west at both 59th Street and 60th Street. Metra owns a total of 300 columns that support the viaduct structures. There are 150 columns each at the 59th and 60th Street crossings. Twenty-six of the 150 columns at 59th Street underwent contemporary concrete repairs at an unknown date that converted the round columns to square profiles. These columns would be repaired and restored to the original round column shape **(Appendix 1, Figure 11)**.

Additional partial depth concrete patch repairs would be performed at the remaining round columns, arches, and the underside of the concrete deck. Rectangular, ornamental columns at the east end of the column bent would have limited patch and crack repairs performed, but the existing forms and design would be unchanged as they are original to the design.

The balustrades and ornamental panels at the west faces of the concrete viaducts are not in need of repair and would remain in place. The east balustrade is not owned by Metra and would remain in place with no repairs. The faces of the viaduct structures would be painted white.

ADA Access

The four existing platform access staircases would be removed and new staircases constructed elsewhere to accommodate the construction of new elevators and elevator lobbies. Four elevators would be constructed, with two on the north side of the 59th Street station entrance and two on the south side of the 60th Street station entrance. The elevators are positioned to avoid modification to the concrete structure of the viaducts. The abutments to the north and south of both the 59th and 60th Street crossings would be removed and the embankments behind them partially excavated to allow elevator construction. See **Appendix 1, Figures 14-16** for related diagrams.

Stone Retaining Wall and Construction Access Ramp

For construction equipment and materials to access the platform level, a temporary access ramp would be built on the west side of the embankment just south of 60th Street, outside the boundaries of the Jackson Park Historic Landscape District and Midway Plaisance. A temporary easement from the University of Chicago has been obtained for the construction equipment access ramp. The ramp would begin at the concrete access road between the Press Building and the South Campus Chiller Plant and run parallel along the railroad right-of-way **(Appendix 1, Figure 13)**. After construction, the access ramp would be removed, and landscaping adjacent to the embankment would be restored to its existing condition. The circa 1892-1893 stone rubble retaining wall in this area would be dismantled to accommodate the temporary construction equipment access ramp. Sound historic material would be salvaged from the retaining wall to be reinstalled. Where additional supplemental material is required, in-kind stone matching the same size and appearance as the original would be used in compliance with the Secretary of Interior's Standards for the Treatment of Historic Properties. The stone retaining wall north of 59th Street would not be affected by the project scope of work and would be protected throughout the project construction. See **Appendix 1, Figures 12-13** for related diagrams.

Headhouse, Warming House, and Platform

Currently, track-level structures exist only at the 59th Street Station and include two platforms at approximately 4' above track, two stair enclosures at approximately 10' above track, and two warming shelters at approximately 15' above track. These structures, all reconstructed in 2017, would be removed and replaced. The existing 60th Street station is closed and has no headhouses or warming houses. A total of four new headhouses would be constructed, with two at the 59th Street station and two at the 60th Street station, each accessed by their own stairways and elevators **(Appendix 1, Figure 7)**. These new headhouses would be 20'-0" taller than the existing track level and centered on the new platforms. The height of the headhouses is dictated by the minimum elevator equipment sizes and clearances. The facades of the headhouses would be composed of concrete rainscreen panels and glass. The north-south location of the headhouses is dictated by two main features: the elevators' shaft location which is directly behind the existing retaining walls and the current location of historic catenary support systems. The platform design would also include a new warming house. A new steel canopy

would run the entire length of the platform and extend 14' above the existing track structure. Stairways, platform lighting, and station signage would be replaced on both platforms.

The existing track is not currently level from north to south. For the continuous platform between 59th and 60th Streets to be constructed, the track would be raised/leveled as needed by up to 18" in some areas. The exact difference in height of the new headhouses, warming house, and steel canopies would vary depending on how much leveling is needed at each part of the track.

B. Area of Potential Effects (APE)

36 CFR § 800.16(d) defines the APE 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." Development of the APE involved site visits and a review of aerial maps and proposed project plans. APE site visits were performed by Scott Utter and Kelsey Shipton of AltusWorks in December 2017, and Scott Utter in October 2020. During these visits, the areas surrounding the project area were walked and photos of the viewsheds to the existing embankment were taken. Photos are attached in **Appendix 2**.

The project team developed the APE boundary based upon the location and nature of the proposed improvements, as well as the potential for direct and indirect effects to historic properties near the proposed project. Per the Advisory Council on Historic Preservation (ACHP), effects are defined as direct when they would be caused by the proposed undertaking at the same time and place with no intervening cause, and indirect when they would be caused by the proposed undertaking later in time but are still reasonably foreseeable. The project team considered the project limits of disturbance, grade disruption, and site access during construction, including the temporary equipment access ramp, construction vehicle traffic, and material storage. Other considerations included the project area being urbanized, the height of the proposed structures above the viaducts and embankment, and the presence of existing visual obstructions (such as buildings and trees) that might block views to or from the proposed improvements. The potential for a subsequent increase in passenger traffic at the station and within the proposed APE were also considered in its development.

The viewshed directly west of the project area, along the Midway Plaisance, 59th Street, and 60th Street, is relatively open with extended views of the project site. The APE includes this viewshed and incorporates the adjacent properties which open onto the Midway Plaisance. The APE east of the project area extends to South Cornell Drive, incorporating a portion of Jackson Park with many of the views beyond obstructed by mature trees within the park. The APE boundary generally follows established city streets except for two locations: 61st Street, at which the boundary extends east across a portion of the park to South Cornell Drive, and 58th Street, where the boundary intersects a residential block where views of the project become obscured.

The properties located on South Blackstone Avenue and South Dorchester Avenue are blocked by adjacent buildings and have no views to the project site and have been excluded. The APE includes a small segment of the NRHP-eligible Metra Electric District (MED).

The Federal Transit Administration (FTA) determined the APE based on the evaluation described above and submitted the APE to the Illinois State Historic Preservation Office (SHPO) for comment on February 25, 2021. The SHPO concurred with the proposed APE on April 5, 2021. A map of the APE can be found in **Appendix 2, Figure 2-0**.

C. Historic Context

Background historic information on properties, neighborhoods, institutions, and other cultural resources within the APE has been collected for the purpose of providing initial historic context for the architectural historians' field survey and subsequent eligibility and effects assessments. Brief historical summaries of the most relevant topics follow below:

The Illinois Central Railroad and the Metra Electric District

Chartered in 1851 by the State of Illinois to encourage settlement of the relatively new state, the Illinois Central Railroad's 705 miles of "Charter Lines" opened from Chicago to Centralia, Illinois in 1855. Paul Cornell, owner of 300 acres of property from 51st to 55th Streets, deeded 60 of those acres to the Illinois Central in exchange for a passenger railroad station that would provide direct access to downtown Chicago. The Illinois Central agreed, and the Hyde Park Station at 51st and 53rd Streets opened to passengers on July 21, 1856. This was the first suburban Chicago service provided by the Illinois Central. As Chicago continued to grow, the Illinois Central added additional suburban and freight services along the southern extent of the city. By the 1970s, rail systems throughout the country were struggling to stay afloat. In Chicago, the Regional Transportation Authority (RTA) was formed to consolidate management and operations of local transit. In the early 1980s, RTA created their own commuter rail division called Metra, which in 1987 purchased the commuter rail portion of the Illinois Central and began operating the route under the name Metra Electric.

The following is a brief timeline of history specific to the construction and alteration of the 59th and 60th Street Station on the Illinois Central/Metra Electric District:

1892: The Illinois Central Railroad tracks were elevated from 47th Street to 67th Street to allow for public movement below the tracks at the Midway Plaisance, 59th Street, and 60th Street in preparation for the 1893 World's Columbian Exposition. The station was composed of multiple platforms with canopies centered above the Midway Plaisance. Access to the platform was from stairs located south of 59th Street and north of 60th Street. The bridge and column structures were of riveted steel construction. Stone embankment walls were constructed north of 59th Street and south of 60th Street.

1908: Construction drawings from 1892 of the steel structure at the Midway Plaisance include a note which states, "Temporary Trestle Work from 60th Street (to 59th) to be replaced with embankment and girders, per the Ordinance, after the Exposition." By 1908, new platforms were constructed and the original steel structure over the Midway Plaisance was replaced with the current earthen embankment.

1918: The current concrete and steel viaducts with arched pedestrian and vehicular openings at 59th and 60th Streets were installed. Partially enclosed brick masonry depots at 59th and 60th Streets provided access to two new platforms (replacing those built after the Exposition), each serving two tracks: north and southbound local, and north and southbound express tracks. A fifth track was dedicated to freight usage.

Depots contained two stairs located within fence enclosures to the east with a central brick masonry structure that contained two restrooms, a waiting room, and a ticket agent booth. The brick masonry exterior walls were infilled between the concrete arched columns which supported the viaducts.

1926: Depots were modified to remove the east stair and provide a new stair within the masonry enclosure replacing existing skylights. The new stair served a relocated platform at the track level. Interior partitions at the ticket booth were relocated and reconstructed. Platforms were remodeled to accommodate new track configuration and provide warming house upgrades. The Illinois Central Railroad was required by the City of Chicago to eliminate steam locomotives in the central business district and the along the lakefront. The Illinois Central electrified the commuter train service during this period.

1951: Concrete balustrade replaced at face of viaducts.

1980: Warming houses were added to the platform level. Ticket booth was replaced with CMU ticket enclosure and exterior wood doors were replaced with flush metal doors. Original windows at the 60th Street depot were infilled with CMU and the depot was closed. Platform surfaces were replaced on top of the existing non-historic wooden structure.

2017: Metra renovated the existing platforms, replaced warming houses, installed lighting, and replaced wooden timbers.

1893 World's Columbian Exposition

Perhaps one of the most momentous events to occur in Chicago's history, the 1893 World's Columbian Exposition was an internationally acclaimed event that celebrated the 400th anniversary of Christopher Columbus's 1492 arrival in the Americas. The Exposition, which opened May 1st, 1893, was an influential social and cultural event that greatly affected architecture, art, and urban planning, inspiring the City Beautiful movement that spread rapidly and influenced the look of many American cities. Over 27 million visitors attended the Exposition, which ran until October 30th, 1893.

The Exposition took place in Jackson Park, along the lakefront in Chicago's South Side Hyde Park and Woodlawn neighborhoods **(Appendix 3, Figure 1)**. The Midway Plaisance, a western

extension of the park which connected Jackson Park to nearby Washington Park, was home during the Exposition to a variety of amusements, concessions, and cultural exhibits for attendees. **(Appendix 3, Figure 2)**. The site was planned out by renowned landscape architect Frederick Law Olmsted, who took a comprehensive approach that included creating an entirely new topography. This design, along with the event of the Exposition itself, was a major contributing factor in the eventual nomination of the Jackson Park Historic Landscape District and Midway Plaisance as a historic district, which was listed in the National Register of Historic Places (NRHP) in 1975, as well as the Chicago Park Boulevard System Historic District, which was listed in the NRHP in 2018.

The millions of visitors to the Exposition could access Jackson Park and the grounds by steamship to the Exposition's large pier on Lake Michigan, by the city's new South Side Rapid Transit elevated line, by direct train to the Exposition's terminal station, or by the Illinois Central's three stations along Jackson Park's western edge: South Park Station (57th Street), 60th Street/Midway, or Woodlawn Station (63rd Street). The station at the Midway Plaisance provided direct access for attendees to the south side of 59th Street or the north side of 60th Street.

Prior to the Exposition, the Illinois Central line bisected the Midway Plaisance and Jackson Park, running north-south along the Midway Plaisance's eastern end. In 1892, after direction from the City of Chicago, the Illinois Central elevated its rail lines to eliminate grade crossings near the Exposition grounds and added a station at the Midway Plaisance to accommodate local Exposition traffic **(Appendix 3, Figures 3 and 4)**; the Illinois Central's hourly passenger loads were anticipated to be more than 9,000 through the duration of the Exposition.

The Illinois Central was one of only two railroads to serve the Exposition; the other was the Baltimore and Ohio Railroad, whose long-distance lines accessed the Exposition directly through the Exposition's terminal station. The Illinois Central's long-distance trains also accessed the Exposition directly through the terminal station; only local Chicago service was permitted to use the Midway Plaisance station.

University of Chicago

Founded in 1892 as the second installment of the institution, the University of Chicago established its campus on ten acres of land donated by Chicago retail magnate Marshall Field. The campus, located immediately north of the Midway Plaisance, was originally served by the Illinois Central's suburban South Park Station, located at 57th Street. While the additional station was constructed in 1892-93 for the World's Columbian Exposition across the eastern end of the Midway Plaisance (59th and 60th Streets), it remained open after the Exposition and continued to serve the University as it expanded its campus one block south of the Midway Plaisance **(Appendix 3, Figure 5)**.

The Laboratory Schools were founded in 1896 by John Dewey as a progressive educational environment that included nursery school through the twelfth grade. The Laboratory Schools sought to test theories in education under the University of Chicago's Philosophy, Psychology, and Education Departments. A purpose-built school, Emmons Blaine Hall, was constructed in

1903 as one of the first campus buildings situated along the Midway Plaisance. The University of Chicago expanded rapidly and constructed twenty new buildings between 1926 and 1931. The 59th Street streetscape along the Midway Plaisance was filled with buildings such as the International House. During this expansion, Sunny Gymnasium and Judd Hall were constructed to expand the School of Education. South of the Midway Plaisance, the Central Power Plant was constructed to provide power to the growing university.

Hyde Park

The Chicago neighborhood of Hyde Park started as open land south of city limits. In 1853, a real estate speculator named Paul Cornell purchased 300 acres of land in the area with a section of the Illinois Central Railroad running through it. He then negotiated the transfer of sixty acres of land to the railroad in exchange for the construction of a station that would provide commuter rail service to and from downtown Chicago. This access helped Hyde Park attract development and residents, and in 1889 it was officially annexed by Chicago.

The founding of the new University of Chicago campus in 1892 and the World's Columbian Exposition of 1893 contributed to the exponential increase in residences and commercial buildings in Hyde Park. By the 1930's, Hyde Park was home to over one hundred hotels, many of which would be converted to apartments. Many buildings in the neighborhood were designed by notable architects such as Frank Lloyd Wright, Henry Ives Cobb, George C. Nimmons, Howard van Doren Shaw, S.S. Beman, Jarvis Hunt, and Dwight Perkins. A portion of Hyde Park is included in the Hyde Park-Kenwood Historic District, which was added to the NRHP in 1979 and later extended in both 1984 and 1986.

D. Identification of Historic Properties

D-1. Methodology and Criteria for Determination of Historic Properties

Architectural historians who meet the Secretary of the Interior's Professional Qualifications Standards identified historic properties and local landmarks listed in the NRHP and Chicago Historic Resources Survey (CHRS) within the APE. Background research was performed including a review of the Illinois Historic Architectural Resources Geographic Information System (HARGIS), fire insurance maps, prior Section 106 reviews of proximate projects, NRHP nominations, and other relevant scholarly publications.

As defined in 36 CFR § 800.16(l)(1), 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 NRHP Criteria are defined in 36 CFR § 60.4 and 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 with one or more of the following criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of our history;

B. Are associated with the lives of persons significant in our past;

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.

Properties that have achieved significance within the last 50 years are not eligible for the NRHP unless they are of exceptional importance.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven aspects of integrity to determine if it retains sufficient integrity to convey its historic significance:

1. Location
2. Design
3. Setting
4. Materials
5. Workmanship
6. Feeling
7. Association

If a property possesses historic significance under one or more Criteria and retains integrity to convey its significance, the property is determined to be eligible for the NRHP.

The CHRS, completed in 1995, provides analysis of the historic and architectural importance of buildings, objects, structures, and sites constructed prior to 1940 in Chicago. The CHRS provides a ranking system for historic buildings; the definitions below were considered in evaluating the structures:

Red properties possess some architectural feature or historical association that made them potentially significant in the broader context of the City of Chicago, the State of Illinois, or the United States of America.

Orange properties possess some architectural feature or historical association that made them potentially significant in the context of the surrounding community.

Yellow properties are relatively unaltered, pre-1940s that are part of a concentration of significant buildings.

Yellow-Green properties are pre-1940s whose exteriors at the time of the survey were covered with artificial siding, but which are part of a concentration of significant buildings.

Green properties are pre-1940s whose exteriors have been slightly altered from their original condition.

Purple properties are pre-1940s whose exteriors have been extensively altered from their original condition.

Blue properties are those constructed after 1940. These properties are considered too recent to be properly evaluated for architectural and historical significance and were generally not included in the CHRS database.

Properties previously surveyed in the CHRS may be locally designated as landmarks and/or listed in the NRHP, while others require further evaluation for NRHP eligibility for the purposes of Section 106. The CHRS was consulted to assist in the identification of historic properties within the APE.

D-2. Identified Resources Within the APE

A total of 56 resources were identified within the APE, of which 42 met the age requirement of 45 years and older. SOI-qualified architectural historians conducted an intensive level field survey **(Appendix 4)** and further research for each of these 42 resources to evaluate their NRHP eligibility. There are three NRHP-listed historic districts, one National Historic Landmark, and one previously determined NRHP-eligible historic district within the APE. Contributing resources to these NRHP-listed and eligible historic districts were also evaluated for individual NRHP eligibility in addition to the other identified resources meeting the age criterion in this survey. The following table summarizes the NRHP eligibility recommendations for the identified resources within the APE. A map of all properties recommended eligible for or already listed in the NRHP can be found in **Appendix 2, Figure 2-0**.

Table 1: Determination of NRHP Eligibility for Identified Resources Within the APE

ID #	Resource Name/Address	Year Built	Individual NRHP Eligibility	NRHP Criteria	MED Contributing or Non-contributing
001	59th Street Depot	1918	Ineligible due to lack of integrity	N/A	Non-contributing, MED
002	60th Street Depot	1918	Ineligible due to lack of integrity	N/A	Non-contributing, MED
003	59th/60th Street Viaducts and Embankment	1918	Eligible	A, C	Contributing, MED
004	Warming Shelter and Platform	2017	Ineligible due to age	N/A	Non-contributing, MED
005	Embankment Stone Retaining Walls	1892	Eligible	A	Contributing, MED
006	Catenary Support Systems	1926	Ineligible as individual resource	N/A	Contributing, MED
007	Jackson Park Historic Landmark District and Midway Plaisance	Varies	NRHP Listed	A, C	N/A
008	Hyde Park-Kenwood Historic District	Varies	NRHP Listed	A, C	N/A
009	Chicago Park Boulevard System Historic District	Varies	NRHP Listed	A, C	N/A
010	Metra Electric District (MED)	Varies	Eligible (previously determined)	A, C	N/A
011	David Rubenstein Forum 1201 E. 60th Street	2020	Ineligible due to age	N/A	N/A
012	The Study 1227 E. 60th Street	2021	Ineligible due to age	N/A	N/A
013	Keller Center 1307 E. 60th Street	1963	Eligible	A, C	N/A
014	Chapin Hall 1313 E. 60th Street	1938	Eligible	A, C	N/A
015	St. Paul's on the Midway 1375 E. 60th Street	1918	Eligible	A, C	N/A
016	Chicago Theological Seminary 1407 E. 60th Street	2011	Ineligible due to age	N/A	N/A
017	UChicago Press Building 1427 E. 60th Street	2000	Ineligible due to age	N/A	N/A
018	Jackson Parkside Apartments 6040 S. Harper Avenue	1973	Ineligible due to age	N/A	N/A
019	Center for Research Libraries 6050 S. Kenwood Avenue	1993	Ineligible due to age	N/A	N/A

ID #	Resource Name/Address	Year Built	Individual NRHP Eligibility	NRHP Criteria	MED Contributing or Non-contributing
020	6045 S. Kenwood Avenue	1931	Ineligible due to lack of integrity	N/A	N/A
021	6050 S. Dorchester Avenue	1986	Ineligible due to age	N/A	N/A
022	Central Utility Plant 6101 S. Blackstone Avenue	ca. 1930	Eligible	A, C	N/A
023	South Campus Chiller Plant 6035 S. Blackstone Avenue	2010	Ineligible due to age	N/A	N/A
024	Ida Noyes Hall 1212 E. 59th Street	1916	Eligible	A, C	N/A
025	Blaine Hall 1362 E. 59th Street	1903	Eligible	A, C	N/A
026	International House 1414 E. 59th Street	1932	Eligible	A, C	N/A
027	Breckinridge Hall 1442 E. 59th Street	1916	Eligible	A, C	N/A
028	1518-1534 E. 59th Street	1924	Eligible	A	N/A
029	Vista Homes 5830 S. Stony Island Avenue	1926	Eligible	A, C	N/A
030	Charles M. Harper Center 5807 S. Woodlawn Avenue	2004	Ineligible due to age	N/A	N/A
031	Judd Hall 5835 S. Kimbark Avenue	1931	Eligible	A, C	N/A
032	Gordon Parks Arts Hall 5815 S. Kimbark Avenue	2015	Ineligible due to age	N/A	N/A
033	Frank R. Lillie House 5801 S. Kenwood Avenue	1904	NRHP Listed, National Historic Landmark	A, B	N/A
034	William Wilder House 5811 S. Kenwood Avenue	ca. 1890	Eligible	A, C	N/A
035	Sunny Gymnasium 5823 S. Kenwood Avenue	1928	Eligible	A, C	N/A
036	University High School 5840 S. Kenwood Avenue	1903	Eligible	A, C	N/A
037	5843-5851 S. Blackstone Avenue	1921	Ineligible due to lack of integrity	N/A	N/A
038	5762 S. Harper Avenue	1894	Ineligible due to lack of integrity	N/A	N/A
039	5763 S. Harper Avenue	1885	Ineligible due to lack of integrity	N/A	N/A

ID #	Resource Name/Address	Year Built	Individual NRHP Eligibility	NRHP Criteria	MED Contributing or Non-contributing
040	5800 S. Harper Avenue	1876	Ineligible due to lack of integrity	N/A	N/A
041	5801-5803 S. Harper Avenue	1885	Ineligible due to lack of integrity	N/A	N/A
042	5804 S. Harper Avenue	1881	Eligible	C	N/A
043	5806 S. Harper Avenue	1885	Ineligible due to lack of integrity	N/A	N/A
044	5807 S. Harper Avenue	1889	Ineligible due to lack of integrity	N/A	N/A
045	5809 S. Harper Avenue	1883	Eligible	C	N/A
046	William Waterman House 5810 S. Harper Avenue	1884	Eligible	C	N/A
047	5812 S. Harper Avenue	1885	Ineligible due to lack of integrity	N/A	N/A
048	5816 S. Harper Avenue	1885	Eligible	C	N/A
049	5817 S. Harper Avenue	1885	Eligible	A, C	N/A
050	5822 S. Harper Avenue	1875	Ineligible due to lack of integrity	N/A	N/A
051	5824 S. Harper Avenue	1888	Ineligible due to lack of integrity	N/A	N/A
052	5830 S. Harper Avenue	1972	Ineligible due to lack of integrity	N/A	N/A
053	5832-5834 S. Harper Avenue	1875	Eligible	C	N/A
054	5838 S. Harper Avenue	1880	Ineligible due to lack of integrity	N/A	N/A
055	5842-5844 S. Harper Avenue	1901	Ineligible due to lack of integrity	N/A	N/A
056	5848 S. Harper Avenue	1885	Ineligible due to lack of integrity	N/A	N/A

Of the 56 identified resources within the APE, four are NRHP-listed, one has previously been determined NRHP-eligible, and 22 are recommended eligible for the NRHP. Detailed survey information on each of the assessed resources can be found in **Appendix 4.** The following describes and summarizes the significance of the properties and districts within the APE that are listed in the NRHP or recommended NRHP-eligible.

D-3. NRHP-Listed Resources

Jackson Park Historic Landscape District and Midway Plaisance (#007)

This district was listed in the NRHP in 1972 under Criteria A and C for its association as the site of the World's Columbian Exposition of 1893 and for Frederick Law Olmsted's lauded landscape design. The district boundary encompasses the entire Jackson Park and Midway Plaisance to Washington Park on the west side. A portion of this district lies within the APE.

Hyde Park-Kenwood Historic District (#008)

This district was listed in the NRHP in 1979 under Criteria A, B, and C. Its boundaries were expanded in 1984 and 1986. The current boundaries of the district are 47th and 59th Streets on the north and south respectively, Cottage Grove Avenue on the west, and Stony Island Avenue and Lake Street on the east. The district includes several significant University of Chicago buildings as well as important residences. Building styles within the district include Italianate, Queen Anne, Shingle Style, Gothic Revival, Prairie School, and Romanesque Revival. A portion of this district lies within the APE.

The Chicago Park Boulevard System Historic District (#009)

This district was listed in the NRHP in 2018 under Criteria A and C. The district is made up of approximately 26 miles of boulevards, parks, and squares as well as the buildings surrounding them. Planning for the park and boulevard system began in 1869 and was mostly completed by 1942. Buildings within the district were largely constructed in the last decades of the 19th century and early part of the 20th century. Jackson Park and the Midway Plaisance are included within the boundaries of this district, and the significance of Frederick Law Olmsted's landscape design for the Boulevard System and the World's Columbian Exposition is noted in the nomination form.

Within the project APE, the district includes several buildings along the Midway Plaisance. These include several University of Chicago buildings on the south and north side of the Midway Plaisance and residential buildings on the north. Also included are five residential buildings north of the Midway along 59th and Stony Island Avenue. The nomination makes no reference to the train embankment, viaducts, stations, and retaining walls although these elements are sited within the boundary.

D-4. National Historic Landmark

Frank R. Lillie House - University of Chicago. 5801 S. Kenwood Avenue (#033)

Constructed in 1904 and designed by architects Pond & Pond, this building was designated a National Historic Landmark in 1976 under Criterion B. The residence was built for Frank R. Lillie, a University of Chicago professor who became known for his important contributions in the fields of

embryology and zoology. The Frank R. Lillie House is also listed as a contributing property to the Hyde Park-Kenwood Historic District.

D-5. Previously Determined NRHP-Eligible

Metra Electric District (#010)

The MED is an NRHP-eligible historic district that comprises approximately forty miles of the MED, a commuter railway in the Chicago metropolitan area. The railway was originally built by the Illinois Central Railroad beginning in 1856 and is currently owned and operated by Metra. The proposed historic district contains tracks, stations, bridges, catenaries, and other railroad infrastructure associated with the MED.

The MED was determined eligible in 2021 as a NRHP district under Criterion A for its association with the history of community planning, urban development, and transportation in the City of Chicago, and under Criterion C as a remarkable example of electric railroad technology. The period of significance is 1892-1946. The determination of eligibility identified the 59th and 60th Street Viaducts, the associated retaining walls, embankments, catenary support systems, and the rail line itself as contributing resources to the proposed district. Non-contributing resources within the project APE are the depots, platforms, headhouses, warming house, and shelters. Integrity of design, materials, and workmanship have been diminished in some locations due to alteration of individual elements such as stations or platforms.

The resources associated with the MED that fall within the project APE were also assessed for their individual eligibility. The following section summarizes the eligibility determinations for those resources, #001-#006.

59th and 60th Street Depots (#001 and #002)

The station consists of two single-story depots, both constructed under the concrete track structure with walls engaged with the column structure. The depot at 59th Street is located on the north side of the street; the depot at 60th is located on the south side of the street. The depot walls are constructed of solid brick masonry, their street-facing walls engaged with the concrete columns of the track structure **(Appendix 3, Figure 6)**. Exterior face brick is a dark brown, extruded, “rug face” brick with a vertical face texture, set in a 1/2” mortar joint **(Appendix 3, Figure 7)**. Many areas of the exterior brick have been painted. Interior brick is a buff color pressed brick with a 3/16” mortar joint and has been coated with multiple layers of paint **(Appendix 3, Figure 8)**. Both the exterior and interior brick masonry dates to the 1918-1919 renovation of the depots.

Windows exist only at the exterior, street-facing sides of the depots and are wood-framed casement windows which date to the 1918-1919 station renovation. At 59th Street, the windows are paired casement windows with an arched fixed transom above **(Appendix 3, Figure 9)**. The

windows, though inoperable, appear to be in fair to good condition. One window between the interior ticket booth and sidewalk is missing much of the window screen, though the frame is still in place **(Appendix 3, Figure 10)**. Steel window guards have been installed at the outer sides of the windows and exhibit sign of surface corrosion. The windows and doors at the 60th Street depot have been removed and infilled with CMU **(Appendix 3, Figure 11)**. An original wooden, 4-panel arched door to the boiler room at the 59th Street depot, located at the southeast corner, is still in place but has been secured in the closed position with wood screws **(Appendix 3, Figure 12)**.

The 59th Street Depot is still operational but in poor condition, with an interior lobby space that is open to public access. The ticket booth, now vacant, located just to the east of the lobby, was rebuilt with a CMU enclosure during a 1980s rehabilitation campaign. The primary entrance to the lobby of the depot is through two single, arched door openings set between columns **(Appendix 3, Figure 13)**. Two additional entrances at the east and west ends of the depot provide direct access to the platforms from the sidewalk by way of wooden stairs that turn and extend over the depot's abandoned ticket booth **(Appendix 3, Figure 14)**. Two bathrooms and a telephone booth occupy the western portion of the depot and have been boarded up to prevent any access. These boarded-up doors would have been accessed from the lobby of the depot. Fixtures in the one restroom that was observable, the former women's restroom, are mid- to late-twentieth century fixtures and appear inoperable **(Appendix 3, Figure 15)**. The door to the women's restroom is still present behind the exterior board-up panel, and appears to be the original, two-panel wood door **(Appendix 3, Figure 16)**. A double-hung wood window at the women's restroom to the north platform stair access has been removed and the opening boarded up as well. The original wood floor of the depot has been replaced with concrete **(Appendix 3, Figure 17)**. Two radiators at the depot lobby's south wall are still present. Throughout the depot, non-original surface-mounted electrical conduit has been installed. Historic push-button-style light switches were observed in the lobby space but did not appear to be operational **(Appendix 3, Figure 18)**.

The 60th Street Depot is no longer operational and is in very poor condition. Due to the condition of the depot, full access to the interior was not available at the time of the assessment. Exterior brick, while in good condition, has been painted throughout **(Appendix 3, Figure 19)**. Windows and doors have been removed and replaced with CMU infill. Wood platform access stairs have undergone significant water damage and have collapsed entirely **(Appendix 3, Figure 20)**. Original wood doors, where present, are in poor condition **(Appendix 3, Figure 21)**. Interior beadboard wall cladding is still present throughout but has significant water damage and is in poor condition **(Appendix 3, Figure 22)**. Original interior buff color brick is still present and is in good condition where visible **(Appendix 3, Figure 23)**.

59th Street Depot Eligibility Statement: The 59th Street depot is identified as a non-contributing resource to the NRHP-eligible MED. As an individual resource, the 59th Street Depot is recommended **not NRHP eligible** as it lacks architectural features and integrity which would identify it as a good representation of a building type or as a work of a master. The depot construction was completed following the World's Columbian Exposition, with subsequent

alterations, and is not representative of station design from the Exposition. The 59th Street depot, though in better condition than the 60th Street depot, has been modified multiple times and lacks any historic fabric.

60th Street Depot Eligibility Statement: The 60th Street depot is identified as a non-contributing resource to the NRHP-eligible MED. As an individual resource, the 60th Street Depot is recommended **not NRHP eligible** as it lacks architectural features and integrity which would identify it as a good representation of a building type or as a work of a master. The depot construction was completed following the World's Columbian Exposition, with subsequent alterations, and is not representative of station design from the Exposition. The 60th Street depot lacks integrity due to the advanced state of deterioration and lack of original fabric.

59th/60th Street Viaducts and Embankment (#003)

At each point where the railroad crosses over 59th and 60th Streets, a steel and cast-in-place concrete viaduct bridge replaces the embankment structure **(Appendix 3, Figure 30)**. Each of the two crossings within the assembly include a total of six spans, the center street has a wider crossing span and is supported by steel girders while the shorter, flanking spans are supported by flat concrete slabs. The exterior face of each span is faced by a decorative cast concrete arch. Similar bridge structures were constructed at 51st, 53rd, 55th, 56th, and 57th Street though spanning a shorter length and adorned with recessed panels instead of decorative arches.

The viaducts' substructures consist of cast-in-place columns connected by round arches running east-west and forming a long bent that extends the full width of the tracks. The outermost columns, those that are exposed to view from outside the viaducts, are rectangular in plan and feature inset panels and ornamental molding at the top **(Appendix 3, Figure 31)**. Inner columns are round in plan and are connected to each other by round arches. The track deck, which is composed of ballasted infill, is supported by large, riveted steel girders. Unlike the rest of the structure, the end girders are constructed of reinforced concrete with a shallow arch springing from the top of the support bent.

The exposed-aggregate concrete balustrades are located at either side of the tracks and feature the original Union Jack geometric pattern inset into the panels at the west side of the tracks **(Appendix 3, Figure 32)**. The eastern balustrade was replaced in 1951 with a vertical rail design. Similar replacement balustrades using the vertical rail design were adopted along the Illinois Central line at 51st, 53rd, 55th, 56th, and 57th Street.

The inner round concrete columns were observed to be in poor to fair condition; many exhibit signs of advanced spalling and have areas of exposed steel rebar **(Appendix 3, Figure 33)**. Several repair campaigns are visible in the form of reinforced fiber column wraps and re-cast rectangular concrete infill. Columns have been painted. The arches and balustrades at the east and west sides of the tracks exhibit similar signs of advancing deterioration. Rectangular end columns are typically in better condition than the inner round columns. Repairs and recasting of the original profiles have not been performed. The Union Jack balustrade and ornamental end

columns are atypical of other bridges along the Metra Electric line.

59th/60th Street Viaducts and Embankment Eligibility Statement: The two concrete and steel viaduct structures, supporting columns and bents, and the associated earthen embankment that comprise the 59th/60th Street Viaducts and Embankment are contributing resources to the NRHP-eligible MED.

As individual resources, the viaducts are recommended **NRHP eligible** under Criterion A and C. Criterion A identifies a historic resource as having a significant contribution to an event or a broad pattern of history and Criterion C identifies a historic resource as having distinctive characteristics of a type, period, or method of construction. The 59th/60th Street Viaducts and Embankment are associated with the development of Jackson Park and the Midway Plaisance District as well as the Hyde Park-Kenwood District and are contributing resources to those districts. The structures are excellent examples of early railroad viaduct and embankment construction within an urban setting.

Headhouses, Warming Houses, and Platforms (#004)

The two headhouses, two platforms, two warming houses, and the associated benches and lighting which extend between the two depot stairs were installed in 2017. The two platforms are constructed of wood and are elevated above the track embankment by wood columns **(Appendix 3, Figure 24)**. Access to the platforms through the 59th Street Depot is provided by wooden stairs protected by wooden headhouse enclosures with a low, green metal gable roof **(Appendix 3, Figure 25)**. An enclosed warming house is centered on each platform, and each is clad in exterior vertical wood paneling and covered by a standing-seam metal gable roof **(Appendix 3, Figure 26)**.

The warming houses, headhouses, and platforms, where accessible to passengers, are in good condition. The decking at the south end of the platforms, where formerly access to the 60th Street Depot was provided, are in poor condition, with many of the boards that compose the platform decking having warped and become displaced **(Appendix 3, Figure 27)**. The active and inactive portions of the platform are separated by a wood fence that extends across the full width of each platform.

Headhouse, Warming House and Platform Eligibility Statement: The existing headhouses, warming houses, and platforms were constructed in 2017 and are non-contributing resources to the NRHP-eligible MED. Due to age, these individual resources are recommended **not NRHP eligible.**

Embankment Stone Retaining Walls (#005)

The embankment is composed of earthen fill that is retained on either side by five-foot-high stone walls. These stone retaining walls are present on both sides of the tracks both north of 59th Street and south of 60th Street. The stone retaining walls were constructed in 1892 with the

elevation of the Illinois Central Railroad in preparation for the 1893 World's Columbian Exposition. The stone appears to be a dolomitic limestone laid in a random ashlar pattern. Simple triangular buttresses are installed at the base of the wall to provide additional structural support. In general, the stone is spalling, cracked, or displaced **(Appendix 3, Figure 28)**. Additional areas

have become displaced or have collapsed, particularly at the walls south of 60th Street **(Appendix 3, Figure 29)**.

Embankment Stone Retaining Walls Eligibility Statement: The stone retaining walls are identified as a contributing resource to the NRHP-eligible MED. They are recommended individually **NRHP eligible** based under Criterion A for their association with the World's Columbian Exposition and Illinois Central Railroad.

Catenary Support System (#006)

The catenary support system was built in 1926. The catenary support system along the MED Main Line utilizes flanking truss-strengthened and steel masts supporting a similarly built arm with a perpendicular span across the railroad line; the MED branch lines utilize a different design. Although modifications have been implemented using modern materials, alterations overall appear to be minor and do not diminish the entire system's integrity of design, materials, or workmanship. The catenary system at the 59th and 60th Street Metra stations appears to be original from 1926.

Catenary Support System Eligibility Statement: While the catenary support system is a contributing resource to the NRHP-eligible MED, it is recommended **not NRHP eligible** as an individual resource due to its utilitarian design.

D-6. Recommended NRHP-Eligible Properties

Keller Center – University of Chicago, 1307 E. 60th Street (#013)

The Keller Center houses the University of Chicago's Harris School of Public Policy. The building was designed in 1963 by formal, modernist architect Edward Durell Stone. The perimeter of the building is lined with stone columns and a large flat roof overhang, indicative of the architect's late design language as seen in his project for the U.S. Embassy in New Delhi and Kennedy Center for the Performing Arts in Washington, D.C. The Keller Center is a contributing resource to the Chicago Park Boulevard System Historic District and is also recommended individually eligible for the NRHP under Criterion C for the work of Edward Durell Stone and as an excellent example of formal, modernist architecture.

Chapin Hall – University of Chicago, 1315 E. 60th Street (#014)

Chapin Hall was built in 1938 and is composed of limestone in the Gothic Revival style that is prevalent on the University of Chicago campus. The building features a red clay tile roof and

slender vertical masonry windows. Chapin Hall is a contributing resource to the Chicago Park Boulevard System Historic District and is also recommended individually eligible for the NRHP under Criterion A for its association with the history of the development of education at the University of Chicago, and under Criterion C as an excellent intact example of the Gothic Revival style.

St. Paul's on the Midway, 1375 E. 60th Street (#015)

This building is a two-story Georgian Revival church built in 1918 by Coolidge and Hodgdon. Charles Coolidge's practice was a successor to Henry Hobson Richardson's firm in Boston under several names and in Chicago as Coolidge and Hodgdon. Coolidge designed several other buildings in Chicago including Ida Noyes Hall at the University of Chicago.

The original church building was connected to the rectory by way of a modern red brick addition in the 1970's. The original building is composed of red brick masonry with a limestone temple front with Doric and Ionic columns, and decorative cornice. The rectory building is constructed in the same style but with a gambrel roof. St. Paul's on the Midway is a contributing resource to the Chicago Park Boulevard System Historic District and is also recommended individually eligible for the NRHP under Criterion C for its distinctive features of the Georgian Revival style and its association with architect Charles Coolidge.

Central Utility Plant – University of Chicago, 6101 S. Blackstone Avenue (#022)

The Central Utility Plant was built circa 1930 and designed in the Gothic Revival style typical of other similar campus buildings. The exterior is red brick with a limestone base and limestone-accented buttresses. From the exterior the building is 6 to 7 stories in height with large multilevel arched windows. The building is adorned with metal spandrel panels located at the level of the fourth floor. A square tower is located on the southwest corner and two large chimney stacks project from the roof.

The Central Utility Plant is rated orange in the CHRS. The building is recommended eligible for the NRHP under Criterion A for its association with the history of the development of education at the University of Chicago, and under Criterion C for its distinctive features of the Gothic Revival style.

Ida Noyes Hall – University of Chicago, 1212 E. 59th Street (#024)

Completed in 1916, Ida Noyes Hall was designed by the Boston firm of Shepley, Rutan, and Coolidge. The Gothic Revival limestone building features a red clay tile roof and slender vertical, multi-light casement windows. Projecting segmented bays and oriel windows are located along Woodlawn Avenue, and half-timber exterior detailing is present at the third floor of the south façade.

Ida Noyes Hall is a contributing resource to the Chicago Park Boulevard System Historic District

and the Hyde Park-Kenwood Historic District and is rated orange in the CHRS. The building is recommended individually eligible for the NRHP under Criterion A for its association with the history of the development of education at the University of Chicago, and under Criterion C for its distinctive features of the Gothic Revival style and its association with architect Charles Coolidge.

Blaine Hall – University of Chicago Lab School, 1362 E. 59th Street (#025)

Completed in 1903 and designed by James Gamble Rogers, this Gothic Revival style building was constructed as the School of Education and the original University High School. Blaine Hall features the primary facade of the Laboratory School located along the Midway Plaisance. The symmetrical building is U-shaped, with return wings along Kenwood and Kimbark Streets. It is limestone-clad, four stories in height, and features pointed arch windows at the first floor. The red clay tile roof features limestone-clad dormers along with tile-clad smaller, secondary dormers, and decorative French finials. Windows have been replaced throughout the building with aluminum double hung units.

Blaine Hall is a contributing resource to the Chicago Park Boulevard System Historic District and the Hyde Park-Kenwood Historic District and is also rated orange in the CHRS. The building is recommended individually eligible for the NRHP under Criterion A for its association with the history of the development of education at the University of Chicago, and under Criterion C for its distinctive characteristics of the Gothic Revival Style and association with architect James Gamble Roger.

International House – University of Chicago, 1414 E. 59th Street (#026)

Completed in 1932, International House was designed by Holabird and Root**.** The limestone building is in the Gothic Revival style typical of many buildings on the University of Chicago campus. It has a red clay tile roof and slender, vertical casement windows with divided lights. The building is asymmetrical, composed of many volumes of varying scales and heights, and rectangular in plan with a central courtyard. Projecting segmented bays and oriel windows are featured at the primary façades along the 59th Street. A tower is located at the rear, close to the northwest corner of the building. Upper floor windows are wider that other campus buildings where thin, vertical proportions are emphasized. In addition, the ornamental work is more simplified than adjacent buildings in this style and indicate an Art Deco style influence. The residence was funded by John D. Rockefeller and was one of nineteen built to house students from around the world.

International House is a contributing resource to the Chicago Park Boulevard System Historic District and rated orange in the CHRS. The building is recommended individually eligible for the NRHP under Criterion A for its association with the history of the development of education at the University of Chicago, and under Criterion C for its distinctive characteristics of the Gothic Revival style and its association with the architecture firm Holabird and Root.

Breckinridge Hall – University of Chicago, 1442 E. 59th Street (#027)

Completed in 1916 and designed by Schmidt, Garden, and Martin, Breckinridge Hall originally housed an Eleanor Club. These "clubs" were apartments created in Chicago specifically to provide low-cost housing for unmarried women moving to the city to pursue education and work. In 1968, the University of Chicago purchased the building, converted it to student housing, and renamed it after the first woman to graduate from the University's law school.

The building is designed in the Georgian Revival Style with an entrance court opening to 59th Street and two flanking wings. Corner piers feature limestone quoins, and urns accent each pier at roof level. Breckinridge Hall is a contributing resource in the Chicago Park Boulevard System Historic District. The building is recommended eligible for the NRHP under Criterion A as an example of early housing and the history of housing and economic growth in the city of Chicago, and under Criterion C for its distinctive characteristics of the Georgian Revival Style.

1518-1534 E. 59th Street (#028)

Built in 1924, the structure is a four-story apartment building in the Gothic Revival style. The buff color brick building is decorated with a rusticated limestone base, as well as decorative limestone stringcourse, copings, and crenellated parapets with decorative cartouches. The main entrance to a central courtyard features a segmental limestone arch with rusticated piers, and a crenelated top. The building is a contributing resource to the Chicago Park Boulevard System Historic District and is recommended eligible for the NRHP under Criterion C for its distinctive characteristics of the Gothic Revival Style.

Vista Homes, 5830 S. Stony Island Avenue (#029)

Vista Homes was completed in 1926 as a cooperative apartment building. The building is 17 stories in height and designed by architect Paul Frederick Olsen in the Gothic Revival Style. Paul Frederick Olsen was a prominent Chicago architect in the 1910's and 1920's known for tall hotel and apartment buildings. He was also the architect of the Chicago Historic Landmark 6901 Oglesby Cooperative Apartment Building, also in the Gothic Revival style. The main façade is primarily clad in red brick, with the lower three stories clad in limestone, and feature decorative buttresses, mullions, piers with finials, and crenellated parapet walls. Carvings throughout the building include an entrance plaque reading "Vista Homes" over the entrance, quatrefoils, statuary heads, and gargoyles.

Vista Homes is a contributing resource to the Chicago Park Boulevard System Historic District and is rated orange in the CHRS. The building is recommended individually eligible for the NRHP under Criterion A as it exemplifies the development of early tall apartment buildings in Chicago, and under Criterion C for its distinctive features of the Gothic Revival style and its association with the architect Paul Frederick Olsen.

Judd Hall – University of Chicago, 5835 S. Kimbark Avenue (#031)

Judd Hall was built in 1931 and was designed by the architecture firm of Armstrong, Furst, and Tilten. The building is clad in limestone in the Gothic Revival Style, a prevalent style at the University of Chicago. It features a red clay tile roof with limestone-clad dormers and secondary, copper-clad dormers. Slender, vertical multi-light casement windows can be found throughout the entire main façade. Significant features are projecting, two-story bays at each end volume, featuring highly decorative Gothic ornamentation, and semicircular window bays at the third floor of the center volume of the building.

Judd Hall is a contributing resource to the Chicago Park Boulevard System Historic District and the Hyde Park-Kenwood Historic District. The building is recommended individually eligible for the NRHP under Criterion A for its association with the history of the development of education at the University of Chicago, and under Criterion C for its distinctive characteristics of the Gothic Revival Style.

William Wilder House, 5811 S. Kenwood Avenue (#034)

The William Wilder House was designed by Lonsdale Green and constructed in the 1890s. It is a gable-fronted, three-story building clad in brown color brick of intricate patterns throughout the façade with straight and arched lintel windows. All roof gable ends are clad in aluminum siding. Prominent features include a Palladian window at the center south gable, and a two-story bay window under it at the south façade. The basement level to the first floor is composed of rock faced limestone. The building is a contributing resource to the Chicago Park Boulevard System Historic District and is rated orange in the CHRS. The building is recommended individually eligible for the NRHP under Criterion C.

Sunny Gymnasium - University of Chicago Lab School, 5823 S. Kenwood Avenue (#035)

This Gothic Revival limestone building was constructed in 1928 as the high school gymnasium. A tower is located on Kenwood Avenue directly above the main entrance to the building. The main volume of the gymnasium is located to the north of the tower. Window openings feature pointed arches with limestone tracery and mullions. Windows are divided light casements. An addition to the south, Kovler Gymnasium, was constructed in 2000. The addition complements the original 1928 construction and provides a link between the two masses.

Sunny Gymnasium is a contributing resource to the Chicago Park Boulevard System Historic District and is rated orange in the CHRS. The building is recommended individually eligible for the NRHP under Criterion A for its association with the history of the development of education at the University of Chicago, and under Criterion C for its distinctive characteristics of the Gothic Revival Style.

University High School - University of Chicago Lab School, 5840 S. Kenwood Avenue (#036)

Completed in 1903, this Gothic Revival style building was designed by James Gamble Rogers as

the University Middle School, part of the School of Education, and now houses University High School. The three-story building is oriented north to south along Kenwood Avenue and composed of three connected volumes. The gabled red clay tile roof is set back from the facade approximately 4 feet and features limestone-clad dormers along with tile-clad smaller, secondary dormers, and decorative French finials at the northern-most roof. The windows are double-hung replacement units in a one-over-one configuration. First floor window openings have pointed arches while the second and third floor windows feature straight lintels.

University High School is a contributing resource to the Chicago Park Boulevard System Historic District and the Hyde Park-Kenwood Historic District. The building is recommended individually eligible for the NRHP under Criterion A for its association with the history of the development of education at the University of Chicago, and under Criterion C for its distinctive characteristics of the Gothic Revival Style and its association with architect James Gamble Rogers.

5804 S. Harper Avenue (#042)

This residence was constructed in 1881 and designed in the Queen Anne style adapted for a small urban lot. The asymmetrical building is three stories high and features an exterior of orange-red brick and wood shingles. The roof is gable fronted with a cross gable. Original details are present in the wood cornice, turned column front porch, and projecting tower bay and windows. The building is rated orange in the CHRS and is recommended eligible for the NRHP under Criterion C as an excellent example of the Queen Anne style.

5809 S. Harper Avenue (#045)

This residence was constructed in 1883 and designed in the Queen Anne style. The asymmetrical building is three stories high and clad in wood shingles. The roof of the building features a pitched gable at the center volume, an octagonal tower to the north, and a round tower at the south. A wood front porch features slender Doric columns, dentil cornice, and wooden handrails. The building is rated orange in the CHRS and is recommended eligible for the NRHP under Criterion C as an excellent example of the Queen Anne style.

William Waterman House, 5810 S. Harper Avenue (#046)

This residence was constructed in 1884 and designed in the Queen Anne Style by architect Henry F. Starbuck. The asymmetrical building is clad in red brick masonry with an ornamental corbeled brick and terracotta cornice. The hipped roof building features a two-story square, off-centered, corner turret with a steep mansard. The building is a contributing structure to the Hyde Park-Kenwood Historic District and is rated orange in the CHRS. The building is recommended individually eligible for the NRHP under Criterion C as an excellent, intact example of the Queen Anne style.

5816 S. Harper Avenue (#048)

This residence was constructed in 1885 and designed in the Shingle style adapted for a small urban lot. The building is two stories in height with an asymmetrical primary facade. The east primary facade is asymmetrical, featuring a single double hung window at the south bay and a large arched porch along the northern bay of the second floor. Exterior materials are painted wood shingles and wood trim. The roof is gable fronted with two cross gables at the long facades. Original details, besides the second floor porch, are front porch featuring square wood columns supporting a rectangular cornice and projecting bay window at the first floor. The building is rated orange in the CHRS and is recommended eligible for the NRHP under Criterion C as an excellent example of the Shingle style.

5817 S. Harper Avenue (#049)

This 1885 brick-clad building is a six flat residence, and one of the earliest examples of apartment building construction in the Hyde Park neighborhood. Projecting bays that overlook the street are clad in metal panels with facade ornamentation reminiscent of the Italianate style. The building is a contributing resource to the Hyde Park-Kenwood Historic District and is rated orange in the CHRS. The building is recommended individually eligible for the NRHP under Criterion A for early development of multifamily housing and Criterion C as a unique example of late Victorian era residential architecture.

5832-5834 S. Harper Avenue (#053)

This residence features two connected townhouse units designed by Solon S. Beman and constructed in 1875. The brick building is designed in the Queen Anne style and is clad at the second floor in wood and wood shingles, and features a brick chimney flue. The hipped roof features two ogee roofed wood dormers supported by turned wood posts and a small arched double-hung wood window. The first floor has two prominent wood porches featuring wood spindlework separated by a decorative ogee roof with filigree spindlework at the center of a brick pier. The building retains many of the original design elements.

Solon S. Beman is best known as the architect that designed many houses, schools, and other industrial and public buildings for the company town Pullman. Beman's work consisted of styles considered fashionable at the time, including Queen Anne, Romanesque Revival, Gothic Revival, and Chateauesque. He also designed several buildings for the World's Columbian Exposition of 1893 in the neoclassical style popularized by the Exposition. Beman was also the architect for a dozen Christian Science churches across the United States.

This building is rated orange in the CHRS and is recommended eligible for the NRHP under Criterion C as an excellent example of the Queen Anne style designed by Solon S. Beman.

E. Assessment of Effects

E-1. Effects Assessment Methodology

Effects assessments are based on the criteria of adverse effect as identified 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 for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative."

Examples of adverse effects include, 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 Part 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, the following definitions from 36 CFR § 800.5 are used to assess project effects to individual historic properties and make an overall project finding of effect:

- **No Effect:** An undertaking may have no effect to historic properties present within the APE, and a finding of "No Effect" maybe 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**: 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.

To determine whether the project would have an effect on any NRHP-listed or recommended NRHP-eligible properties within the APE, SOI-qualified architectural historians reviewed project plans, studied historical documentation, and conducted field visits of all historic properties. Using the criteria above, each historic property was evaluated to determine whether implementation of the project would alter any historically significant character-defining features or diminish any aspect of integrity.

Table 2 summarizes the determination of effect for each aspect of integrity of all NRHP-listed and recommended NRHP-eligible properties within the APE. A detailed analysis follows to explain all determinations of "Adverse Effect" and "No Adverse Effect."

Table 2: Effects Assessment for all NRHP-Listed and Recommended NRHP-Eligible Properties Within the APE

ID #	Resource Name/Address	Location	Design	Setting	Materials	Workmanship	Feeling	Association
003	59th/60th Street Viaducts and Embankment	No Adverse Effect	Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect	Adverse Effect
005	Embankment Stone Retaining Walls	No Effect	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect	No Effect	No Effect
007	Jackson Park Historic Landmark District and Midway Plaisance	No Adverse Effect	No Adverse Effect	Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect	No Adverse Effect
008	Hyde Park-Kenwood Historic District	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
009	Chicago Park Boulevard System Historic District	No Adverse Effect	No Adverse Effect	Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect
010	Metra Electric District	No Adverse Effect	Adverse Effect	No Adverse Effect	No Adverse Effect	No Adverse Effect	Adverse Effect	Adverse Effect
013	Keller Center 1307 E. 60th Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Effect	No Effect
014	Chapin Hall 1313 E. 60th Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Effect	No Effect
015	St. Paul's on the Midway 1375 E. 60th Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Effect	No Effect
022	Central Utility Plant 6101 S. Blackstone Avenue	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
024	Ida Noyes Hall 1212 E. 59th Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
025	Blaine Hall 1362 E. 59th Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
026	International House 1414 E. 59th Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
027	Breckinridge Hall 1442 E. 59th Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
028	1518-1534 E. 59th Street	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect

ID #	Resource Name/Address	Location	Design	Setting	Materials	Workmanship	Feeling	Association
029	Vista Homes 5830 S. Stony Island Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
031	Judd Hall 5835 S. Kimbark Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
033	Frank R. Lillie House 5801 S. Kenwood Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
034	William Wilder House 5811 S. Kenwood Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
035	Sunny Gymnasium 5823 S. Kenwood Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
036	University High School 5840 S. Kenwood Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
042	5804 S. Harper Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
045	5809 S. Harper Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
046	William Waterman House 5810 S. Harper Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
048	5816 S. Harper Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
049	5817 S. Harper Avenue	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect
053	5832-5834 S. Harper Ave	No Effect	No Effect	No Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect

E-2. Analysis of Effects Findings

The following discussion is provided to support the assessments in **Table 2** for all historic properties expected to incur an "Adverse Effect" or "No Adverse Effect" on any of the aspects of integrity if the project is implemented as currently proposed.

59th/60th Street Viaducts and Embankment (#003)

The NRHP-eligible 59th/60th Street Viaducts and Embankment are significant as steel and cast-in-place concrete viaducts associated with the Illinois Central Railroad's railroad grade separation projects in the early twentieth century. The viaducts are also contributing resources to the NRHP-eligible MED and the NRHP-listed Jackson Park Historic Landscape District and Midway Plaisance. The viaducts retain integrity of location, setting, feeling, and association. They also retain integrity of design, workmanship, and materials, though these are diminished by replacements and repairs, such as the eastern balustrade, and deterioration of the concrete columns caused by deferred maintenance and unsympathetic repairs.

Project implementation would involve the repair and rehabilitation of the 59th/60th Street Viaducts, the construction of four new track-level headhouses and two street-level depots on the MED line, and the removal and reconstruction of the stone retaining wall south of 60th Street and adjacent the embankment. The embankment would be retained. The new depots would be constructed below the viaducts with transparent glazed walls designed to maximize continued visualization of the existing concrete bents, which would not be altered. The new headhouses would be constructed above and extend partially onto the viaducts at track level. The headhouses would be freestanding elements that would not engage with the decorative balustrade or other character-defining features of the viaducts. The viaducts would be rehabilitated in place to repair concrete deficiencies and the existing ornamental end columns and balustrades would be rehabilitated in-kind to match the original construction.

Physical impacts to the 59th/60th Street Viaducts and Embankment would occur as project work would repair and rehabilitate the viaducts. This project work would not adversely affect the character-defining features of the viaducts as the work would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties and the viaducts would be retained and continue to function in their original and intended use at this location. The new headhouses would partially extend onto the viaducts, replacing a non-historic headhouse, but would be freestanding structures that would not engage with or alter the design of the viaducts' character-defining features. Alterations to the embankment would not be visible and would not compromise the visual or physical integrity. However, the new street-level depots would adversely affect the original design intent of the viaducts because the new depot footprint would extend beyond the embankment and enclose the first set of viaduct bents within the new depot's glazed walls. This expansion of the depot footprint is required to accommodate the new elevators and stairways at each station, which are necessary to provide ADA accessibility. Although the viaduct bents would continue to be visible through the new depot glass walls, the new depots would alter the character-defining features of the contributing viaducts, and

therefore, would adversely affect the viaducts' integrity of design. The project would have no adverse effect to the property's integrity of location, materials, and workmanship.

The 59th/60th Street Viaducts and Embankment have an urban setting characterized by dense historic and modern residential and commercial development, as well as a natural setting characterized by the adjacent parkland. The construction of four new track-level headhouses above and extending onto the viaducts within the boundaries of the MED would be more visible within the viewshed toward the viaducts than the current configuration, impacting the integrity of the property's natural setting, but would not impact any historically significant viewsheds to or detract from character-defining features significant to the urban setting and feeling. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

The contemporary design and prominent massing and scale of the track-level headhouses, platforms, and street-level depots would detract from the property's integrity of feeling and association as a late-nineteenth century grade-separated, steel and cast-in-place concrete viaducts associated with the Illinois Central Railroad. Therefore, project implementation would have an adverse effect to the property's integrity of design, feeling, and association.

Based on this evaluation, the project would have an **"Adverse Effect"** on the 59th/60th Street Viaducts and Embankment.

Embankment Stone Retaining Walls (#005)

The stone retaining walls are contributing resources to the NRHP-eligible MED. As previously discussed, construction operations would require a temporary vehicular earthen ramp to be constructed to access the track level. The ramp would be constructed along the embankment south of 60th Street and require the removal and reconstruction of portions of the stone retaining wall. Sound historic material would be salvaged from the retaining wall to be reinstalled. Where additional supplemental material is required, in-kind stone matching the same size and appearance as the original would be used in compliance with the Secretary of Interior's Standards for the Treatment of Historic Properties. The stone retaining wall north of 59th Street would not be affected by the project scope of work and would be protected throughout the project construction.

Due to the proposed procedures for reconstruction and restoration, the project would have **"No Adverse Effect"** on the Embankment Stone Retaining Walls.

Jackson Park Historic Landmark District and the Midway Plaisance (#007)

The NRHP-listed Jackson Park Historic Landscape District and Midway Plaisance are significant as the sites of the 1893 World's Columbian Exposition, for contributing to the development of Chicago's South Side, and as the work of prominent landscape architect, Frederick Law Olmsted. Jackson Park and the Midway Plaisance exemplify Olmsted's comprehensive approach to site planning and the effects of a unified architectural pattern, landscape design,

and well-planned traffic system. The design of the landscape provides a transition from the residential neighborhoods to parkland and the lakeshore through a network of vehicular and pedestrian circulation routes, planting patterns, broad open spaces, interconnected lagoons, and outdoor recreational opportunities. The NRHP nomination identifies the broad open spaces and viewsheds as significant character-defining features of Olmsted's planned landscape design, contributing to the district's integrity. In particular, the views east and west along 59th and 60th Streets, which run the length of the Midway Plaisance, are noted as contributing to the district. The NRHP nomination also identifies the 59th/60th Street Viaducts and Embankment (then referred to as the Illinois Central Railroad Bridge) as a contributing resource to the district. The elevated MED line has always been a part of the Midway Plaisance's setting as it bisects the Midway Plaisance on its east end near Jackson Park.

Project implementation within the district would include repair and rehabilitation of the 59th and 60th Street Viaducts, the construction of four new track-level headhouses and two street level depots on the MED line, and the removal and reconstruction of the stone retaining wall south of 60th Street and adjacent to the embankment.

Physical impacts to the Jackson Park Historic Landscape District and Midway Plaisance would occur as project activity is proposed within the district's NRHP boundary near contributing resources and repairs and rehabilitation would occur to the contributing 59th/60th Street Viaducts. However, these changes would not adversely affect the character-defining features of the viaducts as the work would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties. Project activity would not alter the district's network of vehicular and pedestrian circulation routes or landscape design. Therefore, the project would have no adverse effect to the historic district's integrity of location, design, materials, and workmanship.

The repair and rehabilitation of the 59th/60th Street Viaducts, the construction of two street-level depots on the MED line, and the removal and reconstruction of the south stone retaining wall adjacent to the embankment would be a visual change to the district's setting and visible from various locations along the contributing Midway Plaisance. However, these changes would not adversely affect the district's character-defining features, historical significance, or alter any historically significant viewsheds as the viaducts, depots, stone retaining wall, and embankment have always been a part of the district's setting in this location and these features would be retained with project implementation.

The construction of four new track-level headhouses above and extending onto the viaducts would be a substantial visual change to the setting of the district's contributing Midway Plaisance as the height, footprint, and massing of the new headhouses is comparatively much larger than the existing non-historic headhouses or their historical predecessors. The massing of the new headhouses would be a prominent modern intrusion into the existing open landscape, making them more highly visible from various locations with a view toward or along the historically significant viewshed of the Midway Plaisance; this would alter Olmsted's original design intent of broad open space and views along the Midway Plaisance, which is important to conveying this resource's character-defining features and significance. Because historically

significant viewsheds would be altered for this contributing resource to the district, the project would have an adverse effect to the district's integrity of setting. It would also have an adverse effect to its feeling as a designed landscape. The Midway Plaisance viewsheds to and from the proposed headhouses were reviewed for potential effects from various distances and locations east and west of the railroad embankment. Renderings of these viewsheds showing the proposed headhouses are provided for reference in **Appendix 6**.

The design team examined alternative headhouse design options to avoid or minimize adverse effects on the Midway Plaisance viewsheds that were identified above. Two options were identified: shifting both headhouses off the viaduct and redesigning the headhouses to reduce their height, mass, and potential visual impact. The shifting of the headhouses would require the relocation of at least 1 catenary structure within the Plaisance view shed. The distance between catenary supports cannot be increased therefore a minimum of one additional support would need to be added introducing another catenary structure into the viewshed. Increased excavation required to provide egress and accessibility from the platform to street level would create security concerns at the street level station and present undue cost, schedule, and service disruption to Metra. The need to provide elevator accessibility to the platform level dictates the minimum height of the track level headhouse, therefore a headhouse redesign option would not completely eliminate the adverse effect to the Plaisance view shed. It is the opinion of Metra that the proposed design represents least impactful solution and therefore the team has decided to move and work through the Section 106 process. The Project Memorandum describing this analysis can be viewed in **Appendix 5**

Project activity would not adversely affect the district's association with Frederick Law Olmsted, the 1893 World's Columbian Exposition, or the development of Chicago's South Side, and therefore, project implementation would have no adverse effect to the district's integrit;y of association.

Based on this evaluation, the project would have an **"Adverse Effect"** on the Jackson Park Historic Landmark and Midway Plaisance.

Hyde Park-Kenwood Historic District (#008)

Only a small portion of this district lies within the APE. Part of the MED lies within the boundaries of the Hyde Park-Kenwood Historic District, including a portion of the 59th Street viaduct and embankment, the embankment stone retaining walls, and the catenary support system (all contributing resources to the MED) as well as the two headhouses and a portion of the station platforms (both non-contributing resources to the MED). Physical impacts to the Hyde Park-Kenwood Historic District would occur as project activity is proposed within the district's NRHP boundary near contributing resources. However, these changes would be restricted to the MED right-of-way and would not alter any physical characteristics of the district's contributing resources. The project effects to the district itself would therefore be limited to visual changes in setting and feeling. The historic district would retain characteristic elements such as its important residential architecture and close association with significant individuals and the development

of the University of Chicago. Based on this evaluation, the project would have **"No Adverse Effect"** on the Hyde Park-Kenwood Historic District.

Potential effects were also assessed individually for each of the following NRHP-listed and recommended NRHP-eligible properties that lie within both the APE and Hyde Park-Kenwood Historic District boundaries: #024 Ida Noyes Hall, #025 Blaine Hall, #026 International House, #027 Breckinridge Hall, #028 1518-1535 E. 59th St, #029 Vista Homes, #031 Judd Hall, #033 Frank R Lillie House, #034 William Wilder House, #035 Sunny Gymnasium, #036 University High School, #042 5804 S. Harper Ave, #045 5809 S. Harper Ave, #046 5810 S. Harper Ave, #048 5816 S. Harper Ave, #049 5817 S. Harper Ave, and #053 5832-5834 S. Harper Ave. No project activity would occur within the boundaries of these properties or impact the integrity of their significant features. Viewsheds of the project would be mostly obfuscated due to the street positioning, proximity of surrounding buildings, and thick vegetation as well as the size and placement of the new construction. The project effects for these properties would therefore be limited to minor visual changes in setting and feeling, thus the project would have **"No Adverse Effect"** on these individual properties.

The Chicago Park Boulevard System Historic District (#009)

The NRHP-listed Chicago Park Boulevard System Historic District is an extensive 26-mile historic district whose boundaries extend throughout Chicago. A portion of the district lies within the APE, including the Midway Plaisance, Jackson Park, and buildings along the Midway Plaisance, which are contributing resources to the district. The MED right-of-way and its associated rail elements are within the district boundaries but are not addressed in the NRHP nomination. Project implementation within and near the district would include repair and rehabilitation of the 59th/60th Street Viaducts, the construction of four new track-level headhouses and two street-level depots on the MED, and the removal and reconstruction of the south stone retaining wall adjacent to the embankment.

Physical impacts to the Chicago Park Boulevard System Historic District would occur as project activity is proposed within the district's NRHP boundary near contributing resources. However, these changes are restricted to the MED right-of-way and would not alter the physical characteristics of the district's contributing resources. The historic district would retain characteristic elements such as the parks connected by boulevards. Therefore, the project would have no adverse effect to the historic district's integrity of location, design, materials, and workmanship.

Project activity would not adversely affect the district's feeling or association as a premier example of the use of landscape architecture and design to create a cohesive park and boulevard system throughout the urban landscape of Chicago. Therefore, project implementation would have no adverse effect to the district's integrity of feeling or association.

The repair and rehabilitation of the 59th/60th Street Viaducts, the construction of two street-level depots on the MED, and the removal and reconstruction of the south stone retaining wall

adjacent to the embankment would be a visual change to the district's setting that would be visible from portions of the district's contributing buildings and along the contributing Midway Plaisance. However, these changes would not adversely affect the district's character-defining features, historical significance, or alter any historically significant viewsheds as the viaducts, depots, stone retaining wall, and embankment have always been a part of the district's setting in this location and these features would be retained with project implementation.

The construction of four new track-level headhouses above and extending onto the viaducts would be a substantial visual change to the setting of the district's contributing Midway Plaisance as the height, footprint, and massing of the new headhouses is comparatively much larger than the existing non-historic headhouses or their historical predecessors. The massing of the new headhouses would be a prominent modern intrusion on the landscape, making them more visible from various locations with a view toward or along the historically significant viewshed of the Midway Plaisance; this would alter the original design intent of broad open space and views along the Midway Plaisance, which is important to conveying this resource's character-defining features and significance. Because historically significant viewsheds would be altered for this contributing resource to the district, the project would have an adverse effect to the district's integrity of setting.

Based on this evaluation, the project would have an **"Adverse effect"** on the Chicago Park Boulevard System Historic District.

Potential effects were also assessed individually for each of the following recommended NRHP-eligible properties that lie within both the APE and Chicago Park Boulevard System Historic District boundaries: #013 Keller Center, #014 Chapin Hall, #015 St. Paul's on the Midway, #024 Ida Noyes Hall, #025 Blaine Hall, #026 International House, #027 Breckinridge Hall, #028 1518-1534 E. 59th St, #029 Vista Homes, #031 Judd Hall, #034 William Wilder House, #035 Sunny Gymnasium, and #036 University High School. No project activity would occur within the boundaries of these properties or impact the integrity of their significant features. Viewsheds would be obfuscated or limited due to the street positioning, proximity of surrounding buildings, and thick vegetation as well as the placement of the new construction. The project effects for these properties would therefore be limited to minor visual changes in setting, thus the project would have **"No Adverse Effect"** on these individual properties.

Metra Electric District (#010)

The MED was determined NRHP-eligible under Criteria A and C. A portion of the district lies within the APE, including the following contributing resources: the 59th and 60th Street Viaducts, stone retaining walls, embankment, catenary support system, and the rail line itself. Non-contributing resources within the APE include the 59th and 60th Street stations and their associated elements, such as platforms, headhouses, warming house, and shelters.

Project implementation within the district would include repair and rehabilitation of the 59th and 60th Street Viaducts, the construction of four new track-level headhouses and two street-level

depots on the MED, and the removal and reconstruction of the stone retaining wall south of 60th Street and adjacent the embankment. No improvements or alterations are proposed to the catenary system. The new street-level depots would be constructed below the viaducts with transparent glazed walls designed to maximize continued visualization of the existing concrete bents, which would not be altered. The new headhouses would be constructed above and extend partially onto the viaduct at track level. The headhouses would be freestanding elements that would not engage with the decorative balustrade or other character-defining features of the viaducts. The viaducts would be rehabilitated in place to repair concrete deficiencies and the existing ornamental end columns and balustrades would be rehabilitated in-kind to match the original construction.

Physical impacts to the MED would occur as all project work is planned within the district's historic boundary and work would occur to its contributing resources. The reconstruction of the contributing stone retaining wall and the rehabilitation of the contributing 59th and 60th Street viaducts would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties; this work would not adversely affect the character-defining features of these contributing resources. The new track-level headhouses and street-level depots would not affect the existing headhouses and depots that they are replacing because the existing structures are non-contributing resources to the MED. However, the new street-level depots would adversely affect the original design intent of the 59th and 60th Street viaducts because the new depot footprint would extend beyond the embankment and enclose the first set of viaduct bents within the new depot's glazed walls. This expansion of the depot footprint is required to accommodate the new elevators and stairways at each station. Although the viaduct bents would continue to be visible through the new depot glass walls, the new depots would alter the character-defining features of the contributing viaducts, and therefore, would adversely affect the district's integrity of design at this location. Project implementation would have no adverse effect to the district's integrity of location, materials, or workmanship.

As a linear resource through Chicago, the MED has an urban setting characterized by dense historic and modern residential and commercial development and adjacent parkland. The construction of four new track-level headhouses above and extending onto the viaducts within the boundaries of the MED would not alter the district's urban setting. Although the new headhouses would be visible within the viewshed toward the MED, this would not alter any historically significant viewsheds from the MED to the greater urban setting. No historically significant viewsheds would be obstructed and no character-defining features of the setting would be affected. Therefore, project implementation would have no adverse effect to the district's integrity of setting.

The contemporary design and prominent massing and scale of the track-level headhouses, platforms, and street-level depots would detract from the district's integrity of feeling and association in this location as a late-nineteenth and early-twentieth century grade-separated and electrified commuter railroad line. Therefore, project implementation would have an adverse effect to the district's integrity of feeling and association.

Based on this evaluation, the project would have an **"Adverse Effect"** on the MED.

E-3. Summary of Effects Findings

Based on current design details, the project has been determined to have no effect on one historic property, no adverse effect on twenty-two historic properties, and an adverse effect on one historic property and three historic districts. Therefore, FTA has made an overall determination of **"Adverse Effect"** for the 59th/60th Street Metra Station project.

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