



Red Line Extension

Section 106 Consulting Party Meeting Eligibility Review

February 18, 2021

- Welcome and Introductions
- PART 1: Overview of the Project and Past Work
 - Overview of the RLE Project
 - Overview of the Preferred Alignment
 - Review of Previous Section 106 Tasks
- PART 2: New and Expanded Information
 - Expansion of the Area of Potential Effect (APE)
 - Identification of Historic Properties
- PART 3: Discussion and Comments
- Schedule and Next Steps

Welcome and Introductions

Our Presenters

RED AHEAD



Marlise Fratinardo
CTA Senior Project Manager
Planning



Meg Kindelin
NEPA Team
JLK Architects



Carri Andrews
NEPA Team
JLK Architects



Returning Consulting Parties:

- Chicago Neighborhood Initiatives
- Chicago Park District
- Forest County Potawatomi
- Friends of the Parks
- Historic Preservation Division, Chicago Department of Planning and Development
- Illinois State Historic Preservation Office (SHPO)
- Landmarks Illinois
- Miami Tribe of Oklahoma
- Neighborhood Housing Services of Chicago
- Peoria Tribe of Indians of Oklahoma
- Preservation Chicago

- Ridge Historical Society
- Rosemoor Community Association

New Consulting Parties:

- By the Hand Club, Altgeld-Murray
- Carver Military Academy
- Chicago Housing Authority
- Greater Roseland Chamber of Commerce
- People for Community Recovery
- Pullman Civic Organization
- Red Line Extension Coalition
- TCA Health

Section 106 Key Terms

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Section 106 - The Section 106 Process seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation.

Consulting Parties (CPs) - Organizations and individuals with legal or economic relation to the undertaking or concern with effects on historic properties.

National Register of Historic Places (NRHP) - Official list of U.S. properties recognized for significance in history, architecture, culture, etc.

Area of Potential Effect (APE) - 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.

Chicago Historic Resources Survey - An inventory of architecturally and historically significant buildings and structures in Chicago.

NRHP Criteria - Criteria for evaluating significance of properties for the NRHP.

Integrity - Ability of resource to convey its significance.

Adverse Effect - Found when an undertaking may alter any of the characteristics of a historic property that qualify the property for inclusion in the NRHP.



PLEASE

- Treat everyone with respect
- Listen to each other and keep an open mind
- Do not interrupt
- Be succinct
- Do not monopolize
- Be on time to meetings
- Stay on topic: Area of Potential Effect (APE) and historic property identification

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Preferred Alignment

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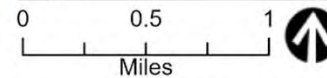
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Legend

- Preferred Alignment
- Proposed Rail Station
- Proposed Rail Yard
- Existing CTA Red Line
- Existing CTA Station
- + Railroad
- Park
- Water Bodies

Scale



1 inch = 3,600 feet

CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad



Project Benefits

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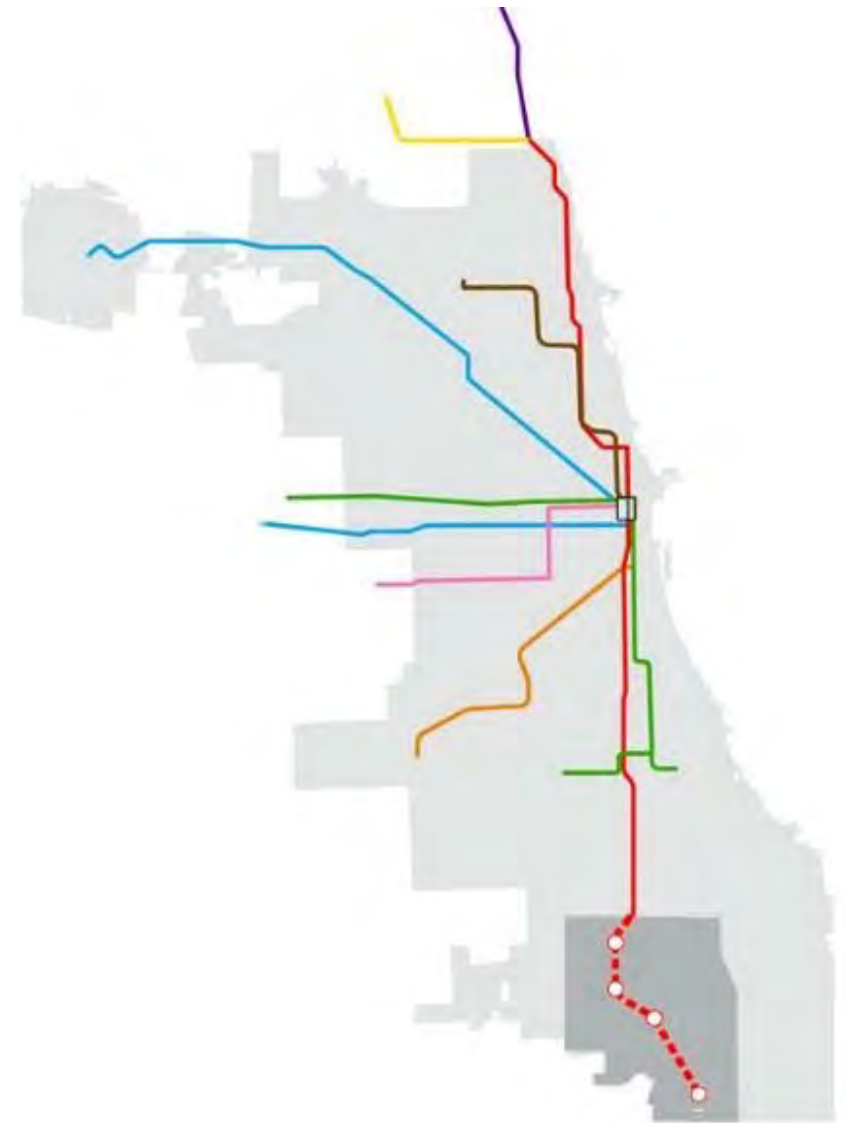


Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

Connectivity and access to the entire city via the CTA network.



Conceptual rendering of what a Red Line Extension elevated station could look like.



Graphic of CTA's existing rail network along with four new proposed stations

Project Benefits

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Conceptual renderings of what the new elevated station could look like.

Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

Frequent rail service will reduce commute times.

Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.









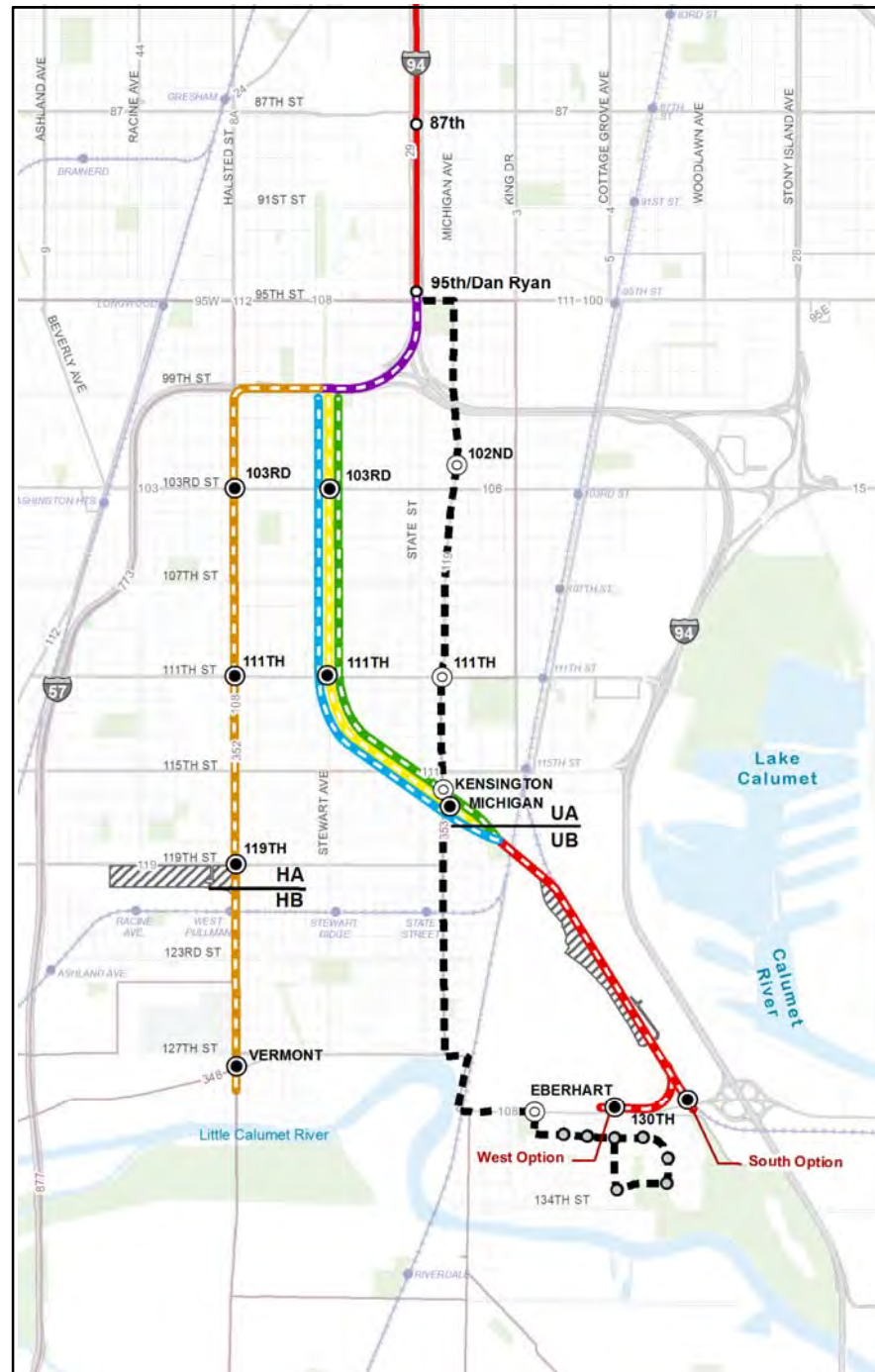
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Overview of Alternatives

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- Common Rail Alternative 
- BRT Alternative 
- UPRR Rail Alternative
 - Right-of-Way Option 
 - East Option 
 - West Option 
- Halsted Rail Alternative 



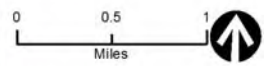
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Legend

- BRT Alternative
- UPRR Rail Alt. - ROW Option
- UPRR Rail Alt. - East Option
- UPRR Rail Alt. - West Option
- Common UPRR Alternative
- Halsted Rail Alternative
- Common Rail Alternative
- Proposed Rail Yard
- Proposed Rail Station
- Proposed BRT Stop
- Existing CTA Bus Stops
- Existing CTA Red Line
- Existing CTA Transfer Station
- Metra Line & Stations
- Freight Rail
- CTA Bus
- Pace Bus
- Water Body
- Parks
- Cemetery

Scale



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Preferred Alignment

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Red Line Extension

- 5.6-mile heavy rail transit line extension from the 95th Street Terminal to 130th Street
- Four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street
- Park and Ride and bus connections at each new station
- Train storage yard and maintenance facility at 120th Street
- Structure is elevated from 95th Street to 119th Street, then at-grade from 119th Street to 130th Street



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Four Steps of Section 106 Consultation

1. Initiate Consultation



2. Identify Historic Properties



3. Assess Adverse Effects



4. Resolve Adverse Effects

1. Initiate Consultation

Initiation and invitation to the Consulting Parties:

- Invitation letters to Native American tribes to inform them of the process and request assistance in identifying areas with potential cultural and/or religious significance
- Invitation letters to state/local preservation interest groups to inform them of the project and invite them to participate
- Kickoff meeting in October 2012
- 13 consulting parties

2. Identify Historic Properties

Defining the APE:

- Generally, the APE developed for the UPRR alternative contained parcels within one-block of the project centerline and widened to accommodate the locations of each Park and Ride and other areas of the project footprint.

Methods for Identifying Historic Properties:

- Development of historic contexts
- Archival research and field surveys to identify historic properties
- Definition of a Representative Sample
- Eligibility recommendations

Develop Documentation and Obtain Input:

- In early 2013, consulting parties were invited to review the Eligibility Report and comments were considered and incorporated



Previous Section 106 Tasks

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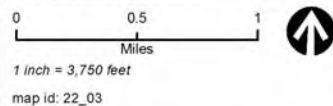
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Legend

- Property Eligible for National Register of Historic Places
- Area of Potential Effect
- Altgeld Gardens Historic District
- UPRR Rail Alt. - East Option
- UPRR Rail Alt. - West Option
- UPRR Rail Alt. - Common Segment
- Proposed Rail Yard
- Proposed Rail Station
- Existing CTA Red Line
- Existing CTA Station
- Freight Rail
- Water Body

Scale



Historic Properties Identified in the Draft EIS –UPRR Alternative

Address	Year Built	Description	NRHP Eligibility Criteria
444 W. 100th Place	1930	Eclectic Neo-Traditional Home	Criterion C
324 W. 104th Street	1917	Fire Department Engine Company 93	Criterion C
351 W. 104th Street	1911	Roseland Pumping Station	Criterion C
10920 S. Princeton Avenue	1916	Romanesque Revival-Style Church	Criteria A & C
11321 S. Wentworth Avenue	1930s	Roseland Community Hospital Nurses Home	Criterion A
133–139 E. Kensington Avenue	1925	Former Venetian Hall	Criterion A
Multiple (Public Housing Project)	1945	Altgeld Gardens Historic District	Criterion A

3. Assess Adverse Effects

Assessment of Effects:

- Draft Effects Report sent to consulting parties in April 2014 and meeting to discuss occurred in May 2014.
- Consulting party comments collected and considered.
- Based on the technical analysis and public input, CTA announced the NEPA Locally Preferred Alternative – the UPRR Alternative.
- Based on the assessment of effects and review of consulting party comments, CTA recommended that no adverse effects on historic properties would occur due to the RLE Project and no mitigation measures would be required.

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Preferred Alignment

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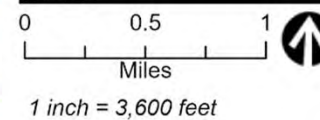
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CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad



The Preferred Alignment includes four distinct project changes and refinements not included in the Draft EIS. These project changes include:

- Preferred Alignment 108th Place Cross-over
- Michigan Avenue Station Refinement
- 120th Street Yard and Shop Refinement
- 130th Street Station Relocation

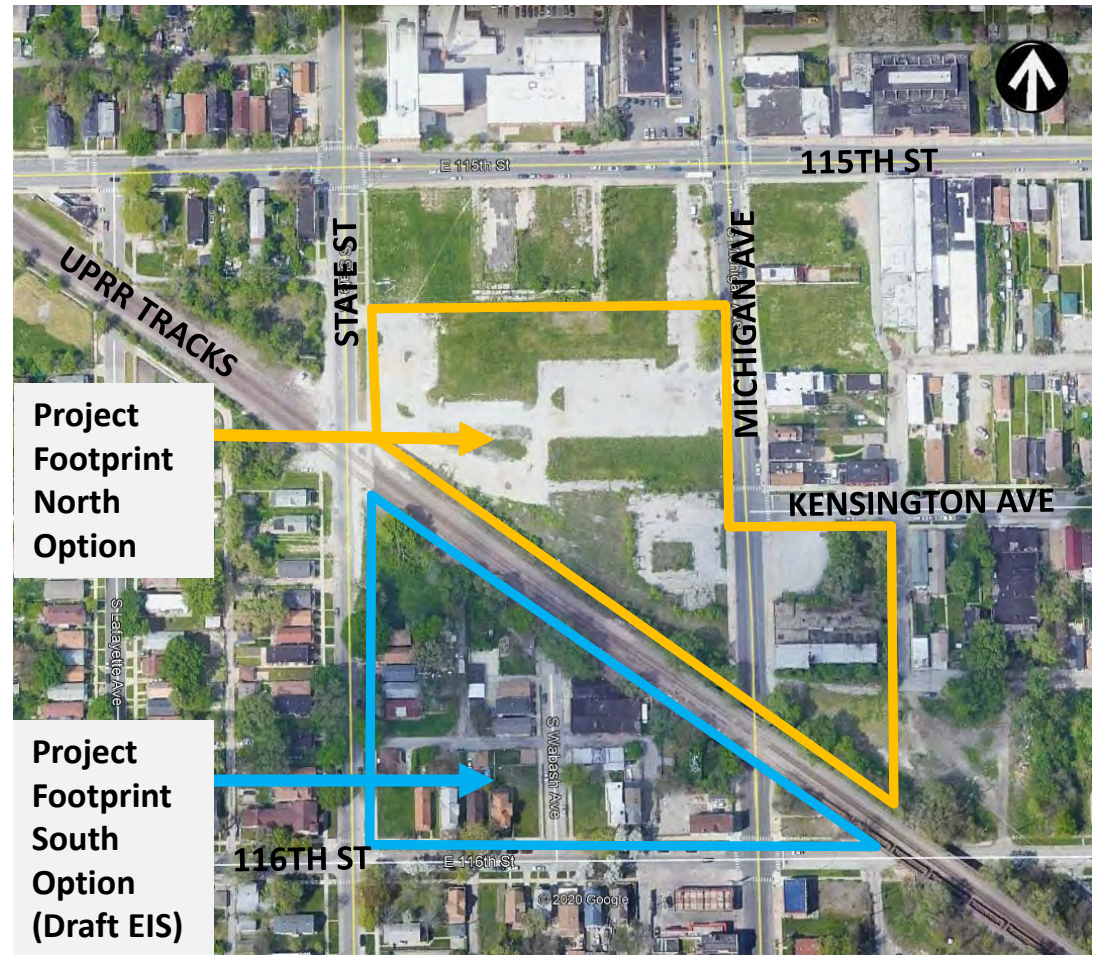
Only two locations were found to have impacts on the Section 106 process.

Michigan Avenue Station

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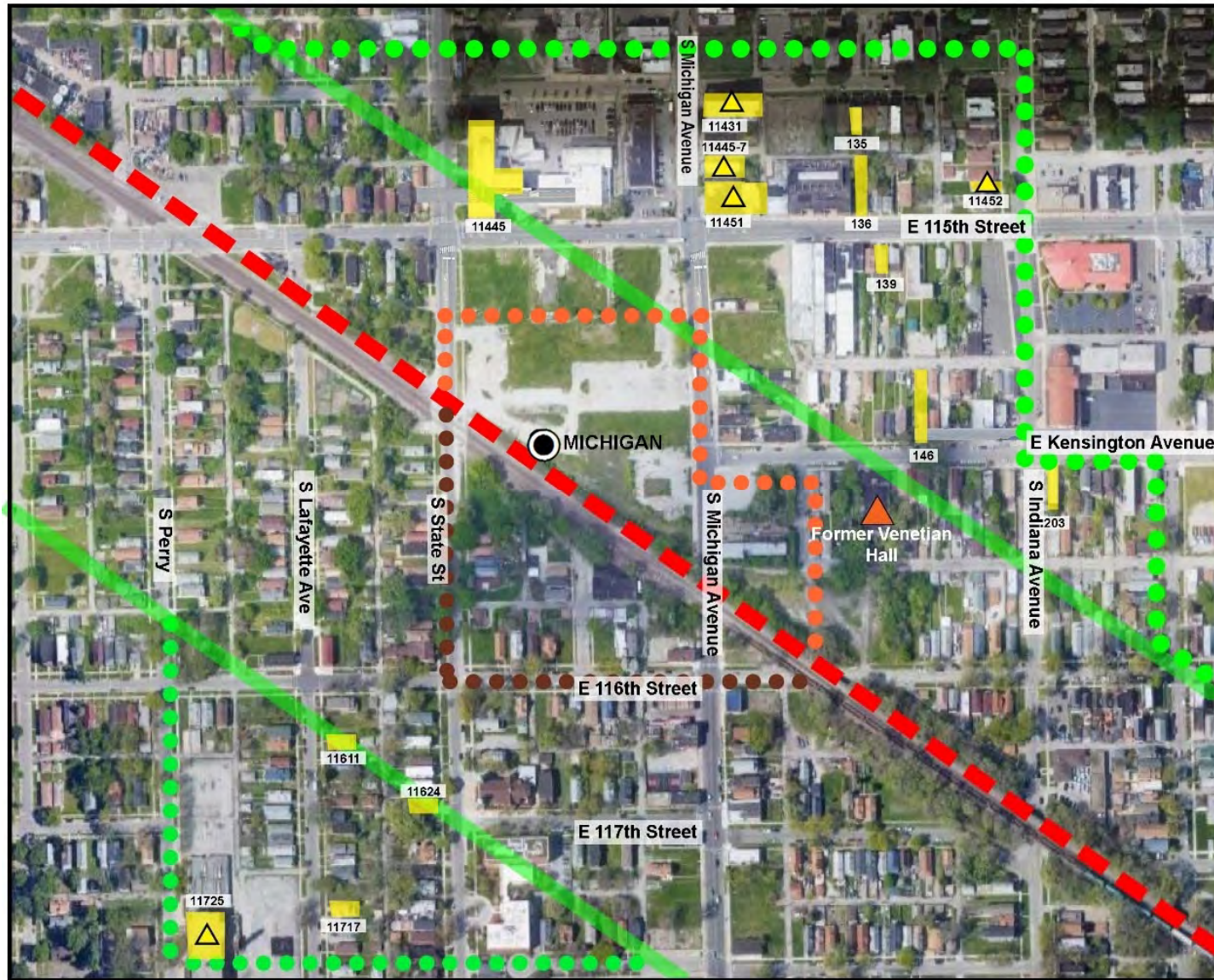


- 2016 Draft EIS proposed the parking structure and bus turnaround be located south of the UPRR tracks
- Two locations now under consideration
- Selection is dependent on confirmation of availability of parcels and future coordination with the City of Chicago



Expansion of the APE

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Legend (Map)

- Station Footprint North Option
- Station Footprint South Option
- - - RLE Track (Preferred Alignment)
- Area of Potential Effect (previously approved for both UPRR options)
- Area of Potential Effect Added
- Proposed Rail Station
- ▲ Property Determined Eligible for National Register of Historic Places (Draft EIS)
- ▲ Property Proposed Eligible for National Register of Historic Places (Current Eligibility Report)
- Additional Surveyed Properties

Inset



At Michigan Avenue Station



- 2016 Draft EIS proposed the 130th Street station location north of 130th Street as the best viable option.
- In 2017, Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens development, creating a new opportunity to relocate the station south of 130th Street to the demolished blocks.
- CTA is pursuing the south station location as a part of the project's NEPA process.



Expansion of the APE

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Legend (Map)

- Proposed Boundary of Altgeld Gardens - Philip Murray Homes Historic District
- Preferred Alignment
- Area of Potential Effect (previously approved for both UPRR options)
- Area of Potential Effect Added
- Proposed Rail Station
- Property Determined Eligible for National Register of Historic Places (Draft EIS)

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At 130th Street Station



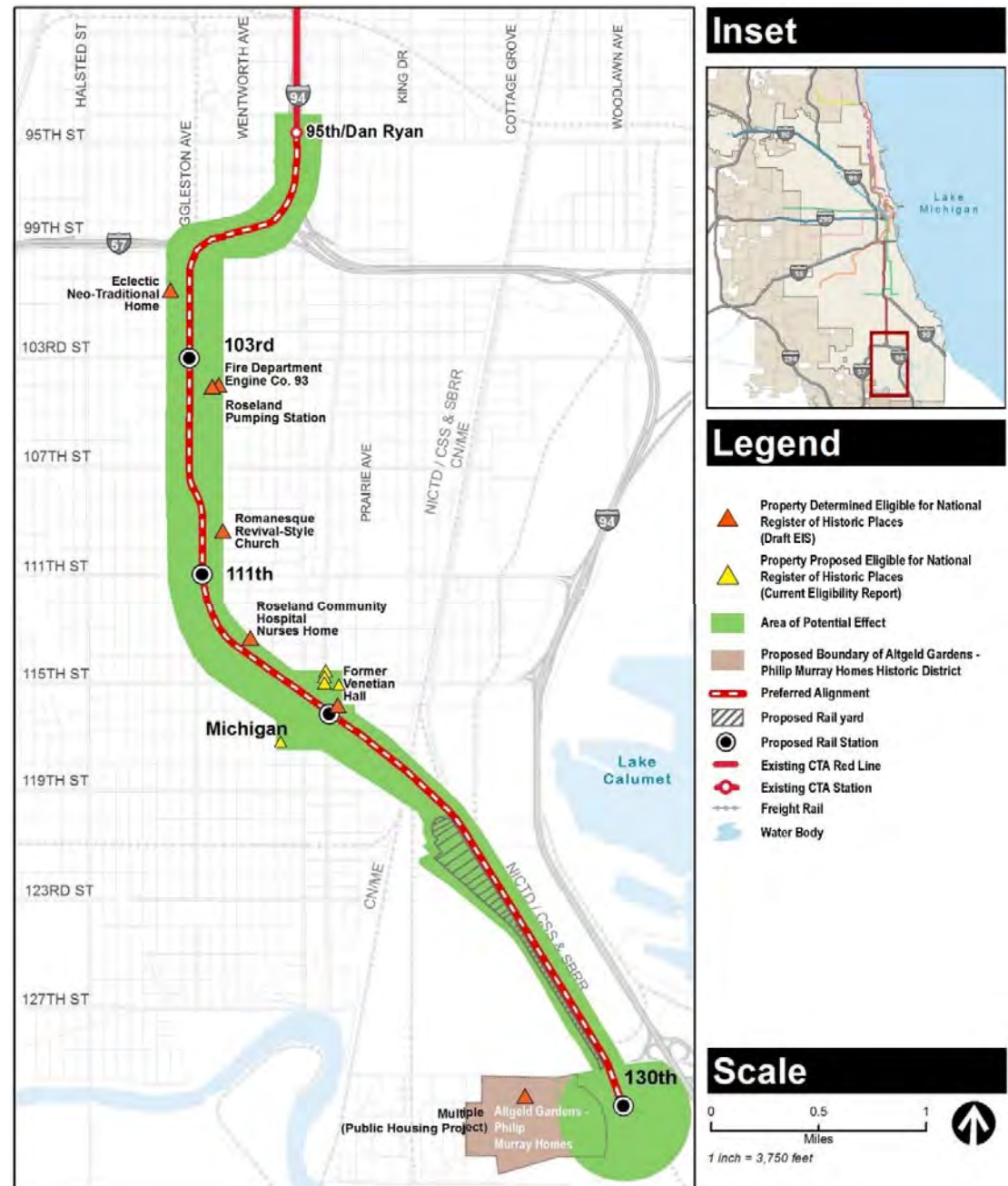
Expansion of the APE

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At the four areas of project changes and refinements, the following changes would occur to the APE:

- Preferred Alignment
108th Place Cross-over – No change
- Michigan Avenue Station
Refinement – Expansion north and south
- 120th Street Yard and Shop
Refinement – Expansion following project footprint, no historic properties within
- 130th Street Station Relocation
– Expansion of APE south past 130th Street



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Identification of Historic Properties

- Study of historic context presented in the Draft EIS
- Archival research to identify previously identified historic properties
- Field surveys
 - Previously identified historic properties
 - Representative sample
- Eligibility recommendations

Previously Identified City of Chicago Historic Resources in the Expanded APE – Michigan Avenue Station

Address	Year Built	Description	Status
11431-11433 S. Michigan Avenue	1911	Commercial	CHRS Orange
11445-11447 S. Michigan Avenue	1903	Mixed-Use Commercial/Residential	CHRS Orange
11451 S. Michigan Avenue	1928	Commercial	CHRS Orange
11452 S. Indiana Avenue	c. 1880	Single-Family Residence	CHRS Orange
11725 S. Perry Avenue	1897	Scanlan Elementary School	CHRS Orange

Previously Identified Historic Properties in the Expanded APE – 130th Street Station

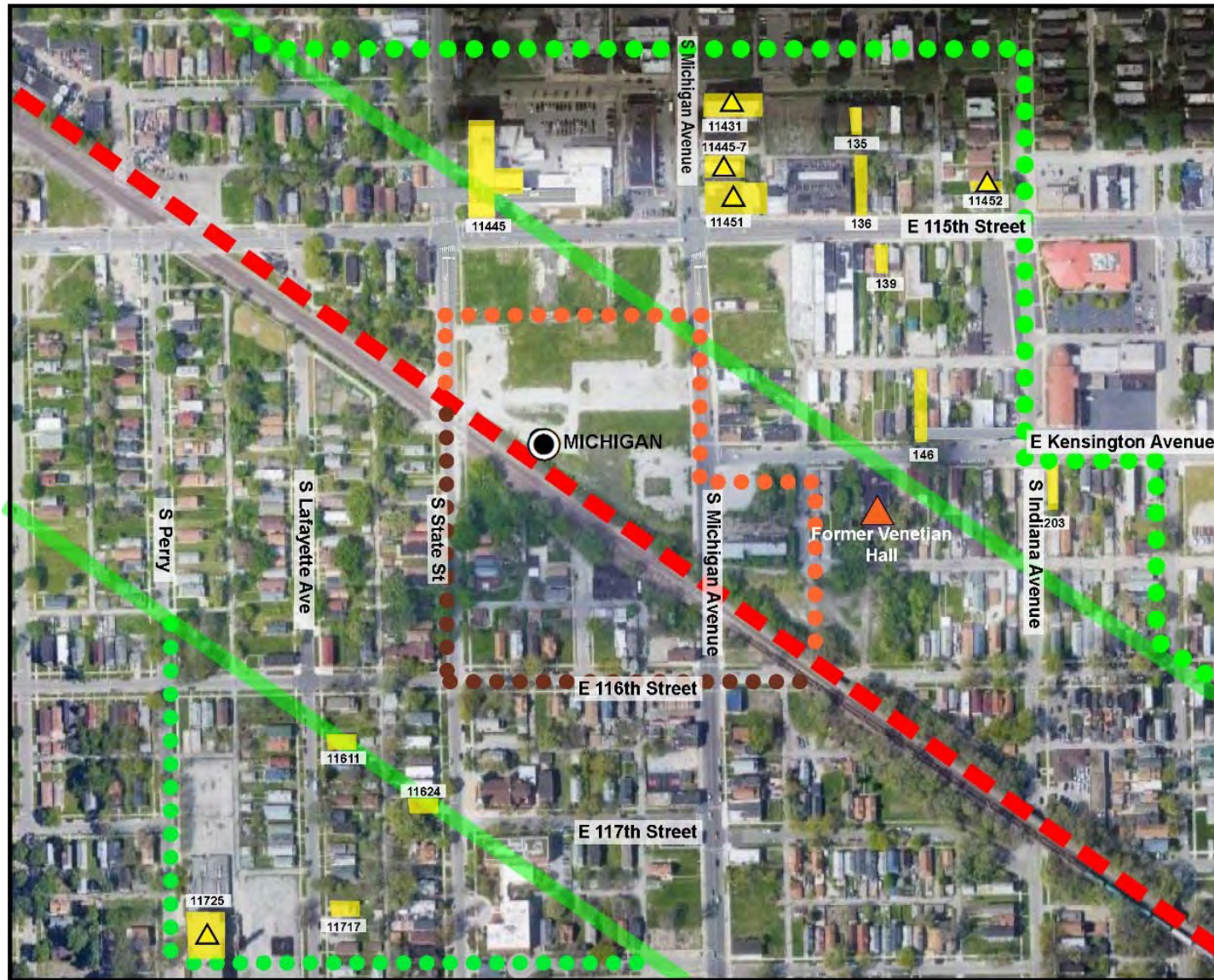
Address	Year Built	Description	Status
13015 S. Ellis Avenue	1952	By The Hand Club, included in Altgeld Gardens–Philip Murray Homes National Register Historic District	NRHP Eligible
Multiple	1945	46 Residences Contributing to Altgeld Gardens–Philip Murray Homes National Register Historic District	NRHP Eligible
Multiple (Public Housing Project)	1945; 1954	Altgeld Gardens-Philip Murray Homes Historic District	NRHP Eligible

Historic Resources Surveyed in the Expanded APE

Address	Year Built	Description	Eligibility
11431-11443 S. Michigan Avenue	1911	Commercial	NRHP Eligible, CHRS Orange
11445-11447 S. Michigan Avenue	1903	Mixed-Use Commercial/Residential	NRHP Eligible, CHRS Orange
11451 S. Michigan Avenue	1928	Commercial	NRHP Eligible, CHRS Orange
11452 S. Indiana Avenue	c. 1880	Single-Family Residence	NRHP Eligible, CHRS Orange
135 E. 114th Street	1913	Multifamily Residence	None
136 E. 115th Street	c. 1900	Single-Family Residence	None
139 E. 115th Street	1908	Single-Family Residence	None
146 E. Kensington Avenue	1898	Single-Family Residence	None
203 E. Kensington Avenue	c. 1920	Mixed-Use: Commercial/Residential	None
11445 S. State Street	1903	George William Curtis Public School	None
11611 S. Lafayette Avenue	1890	Multifamily Residence	None
11624 S. State Street	1910	Multifamily Residence	None
11717 S. Lafayette Avenue	1894	Single-Family Residence	None
11725 S. Perry Avenue	1897	Scanlan Elementary School	NRHP Eligible, CHRS Orange
13100 S. Doty Avenue	1973	Carver Military Academy	NRHP Eligible

Properties Surveyed

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Legend (Map)

- Station Footprint North Option
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- ▲ Property Determined Eligible for National Register of Historic Places (Draft EIS)
- ▲ Property Proposed Eligible for National Register of Historic Places (Current Eligibility Report)
- Additional Surveyed Properties

Inset



At Michigan Avenue Station



Commercial Building

11431-11433 S. Michigan Avenue

- Two-story commercial storefront building
- Built in 1911
- Located within the major commercial corridor for the Roseland community during the first half of the 20th century
- Recommended eligible for NRHP under Criterion A for Commerce



Mixed-Use Commercial/Residential

11445-11447 S. Michigan Avenue

- Two-story mixed-use commercial/residential building
- Built in 1903
- Located within the major commercial corridor of the Roseland community during the first half of the 20th century
- Retains sufficient architectural integrity and remains a good example of Classical Revival applied to a mixed-use building
- Recommended eligible for the NRHP under Criterion A for commerce and Criterion C for architecture



Commercial Building

11451 S. Michigan Avenue

- One-story commercial storefront building
- Built in 1928
- Unique to the area for its deco design
- Located within the major commercial corridor of the Roseland community during the first half of the 20th century
- Retains sufficient architectural integrity and remains an excellent and unique example of Art Deco design in the area
- Recommended eligible under Criterion A for commerce and Criterion C for architecture



Single-Family Residence

11452 S. Indiana Avenue

- Two-story Italianate style residence
- Built circa 1880
- Majority of workers housing in Roseland during this time being modest 1½ -story frame workers cottages
- Retains sufficient architectural integrity and is a unique remaining example of Italianate design in the area
- Recommended eligible for NRHP under Criterion C for architecture



Scanlan Elementary

11725 S. Perry Avenue

- Three-story Classical Revival school
- Built 1897
- Designed by prolific Chicago Public School architect W. August Fiedler
- CHRS Orange
- Highly ornate with Venetian Gothic detailing
- Recommended eligible for NRHP under Criterion C for architecture



Carver Military Academy

13100 S. Doty Avenue

- Two-story Modernist school building
- Built 1973
- Designed by John Moutoussamy, the first African-American architect to become partner in a large architectural firm and notable for late modernist designs
- Recommended eligible for NRHP under Criterion C for Architecture



Surveyed Properties Recommended Ineligible

Evaluation: The following nine properties lack distinguishing architectural features, were not associated with historical people or events, and are recommended not individually eligible for listing in the NRHP.



135 E. 114th Street

- Year built: 1913
- Community Area: Roseland



136 E. 115th Street

- Year Built: c. 1900
- Community Area: Roseland



139 E. 115th Street

- Year built: 1908
- Community Area: West Pullman

Eligibility Recommendations

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146 E. Kensington Avenue

- Year built: 1898
- Community Area: West Pullman



203 E. Kensington Avenue

- Year Built: c. 1920
- Community Area: West Pullman



George William Curtis Public School

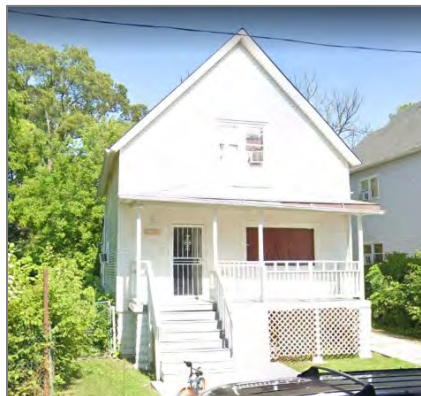
11445 S. State Street

- Year built: 1903
- Community Area: Roseland



11611 S. Lafayette Avenue

Year built: 1890
Community Area: West Pullman



11717 S. Lafayette Avenue

Year built: 1894
Community Area: West Pullman



11624 S. State Street

Year Built: c. 1910
Community Area: West Pullman



- Phase I Archaeological Reconnaissance Survey for the Preferred Alignment
- Photographic recordation
- Shovel Test Probes (STP)

Conclusion: No cultural material found

- Research to identify prehistoric context and Native American sites within 1 mile of the RLE project

Conclusion: No previously identified archaeological sites would be affected during construction of the Preferred Alignment.



Intersection of 116th Street and
Michigan Avenue



View of proposed rail yard and
shop site



Excavated shovel test probe

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Section 106 Schedule (tentative)

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Consulting Party Meeting #1	Initiation of the Section 106 coordination process & review of Eligibility Report	<i>Today</i>
Consulting Party and SHPO Post Meeting Comments	CPs to provide post meeting comments and questions	<i>March 12, 2021</i>
Consulting Party Meeting #1 Response	Issue meeting minutes and response materials	<i>April 2021</i>
Consulting Party Meeting #2	Review of Effects Report	<i>June 2021</i>
Consulting Party and SHPO Post Meeting Comments	CPs to provide post meeting comments and questions	<i>June 2021</i>
Consulting Party Meeting #2 Response	Release meeting minutes and response materials	<i>July 2021</i>



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**Red Line
Extension**



Thank you!



Questions?

Please submit any written comments on
APE and Eligibility to:

Marlise Fratinardo

Senior Project Manager, Planning

Chicago Transit Authority

mfratinardo@transitchicago.com

by March 12, 2021