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**Field Visit – APE Boundary  
April 6, 2017**



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## Meeting Summary

**Re:** North Lake Shore Drive Phase I Study  
IDOT/CDOT/FHWA/IHPA Field Visit

**Date:** April 6, 2017

**Location:** Project Study Area

**Time:** 9:30 A.M.

**Attending:** Please See Attached

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The field visit began at 9:30 A.M. with introductions at Margate Terrace Park. Mary Young of Civiltech presented an overview of the North Lake Shore Drive (NLSD) project. She summarized the project Purpose and Need, which includes the need to improve safety and operation for all users of the corridor, replace deteriorating infrastructure and improve park access for drivers, bicyclists, and pedestrians. She explained that various alternative solutions are still being considered. She stated that the purpose of the day's field visit was to determine the appropriate Area of Potential Effects (APE) boundaries along the west side of NLSD and Lincoln Park for the development of a historic resources survey relating to this project and its potential impacts. Throughout the course of the day, Julia Bachrach of Altamanu provided commentary about Lincoln Park and adjacent buildings.

The NLSD project corridor is split into three sections for study; Sheridan/Hollywood to Montrose; Montrose to Diversey; and Diversey to Grand.

### Methodology

The group agreed early on that there should be a standard methodology for determining the APE boundary.

There was a discussion regarding whether the whether the APE boundaries should stay close to NLSD and the western edge of Lincoln Park, or whether they should extend into the adjacent neighborhoods to take into consideration the visual connections and physical proximity between the side streets and NLSD. While it could be desirable from the perspective of historical and architectural analysis to avoid having the APE boundaries slice through mid-blocks, taking in whole neighborhoods seemed to be beyond the area of potential effect. It was suggested that the methodology should not be based simply on visual access to existing NLSD, but also to impacts caused by proposed improvements to NLSD. This included extending the APE limits further into the neighborhoods on major side streets where improvements to NLSD or crossroads may occur.

David Halpin of IHPA stated that while a generous APE is often a good idea, for this project it would be most logical to set the APE one parcel back from the adjacent roadway, except where greater impacts

can already be anticipated. He explained that in the future, the APE could be revised westward when and if it later seems appropriate. Everyone concurred with this approach, except in spot locations as described within the summary.

#### North Section (Sheridan/Hollywood to Montrose)

NLSD is approximately 350-500 feet east of the residential areas through this section, except at the northern terminus where it becomes Hollywood Avenue. The group walked through the neighborhood in the vicinity of the W. Hollywood Avenue and N. Sheridan Road intersection. The group agreed that from the mid-block point, there was only limited visual access to W. Hollywood Ave. and no visual access to N. Broadway Ave. where improvements might occur. Therefore the APE limit in this area could be reduced to a parcel north and south of Hollywood Avenue.

Between Bryn Mawr and Foster Avenue there were high-rise buildings on the east side of N. Sheridan Road that have a direct view of NLSD. It was agreed that these buildings should be included in the APE boundary, but that the buildings to the west of Sheridan Road could be omitted.

As the bus drove south through the North Section, and looped occasionally westward through the neighborhoods, the group noticed that there were often high-rise buildings closer to the lake that blocked the views of the properties to the west. It became apparent during the tour that beyond a parcel or so back, any view of the NLSD was typically limited to views along the east-west roads. And in some areas, the views of NLSD were blocked by both a N-S road (Sheridan Road, Marine Drive) and foliage/terrain within Lincoln Park.

At Lawrence Avenue, Wilson Avenue, and Montrose Avenue different combinations of ramps are being considered including the potential elimination of the Wilson Avenue ramps. It was agreed that the APE boundary should run behind the first row of parcels on the west side of Clarendon between Wilson and Montrose to take into account potential ramp modifications or NLSD changes due to the the open views of NLSD across Clarendon Park.

#### Central Section (Montrose to Diversey)

In the area just south of Montrose, the group agreed that the APE boundary should run behind the parcels on the south side of Montrose to take into account the potential changes to be made at the Montrose interchange. From Montrose to Diversey, the tour stayed along Inner Lake Shore Drive (Marine Drive).

Between Montrose Avenue and Belmont Avenue, the distance between the residential areas and NLSD is the most narrow (approximately 75-175 ft) with Inner Drive located in-between the two. The alternatives being considered in this section could result in the addition, deletion, or relocation of ramp junctions. New ramps are being considered at Addison Avenue and the ramps to Belmont Avenue will likely be completely redesigned along with changes to local access to the east side of NLSD along Recreation Drive. Within the Belmont area, the profile may also be raised. As a result of all the potential changes to NLSD and the close proximity to the Drive, it was agreed to assess the "first parcel" impacts with acknowledgement that it may need to be modified after the alternatives are refined.

Between Belmont Avenue and Diversey Avenue, the residential areas are buffered by Lincoln Park and there is no view of NLSD from the residential areas. However, for consistency in this area, the "first parcel" impacts will be assessed.



### South Section (Diversey to Grand)

With the exception of the Elks National Memorial and Headquarters, the consensus of the group was that from Diversey Parkway to North Avenue, the APE boundary should follow the western edge of Lincoln Park (Lincoln Park West, North Clark Avenue) since the urban edge is so far removed from NLS (1,500-2,00ft) and is blocked by the Lincoln Park's buildings and landscape.

Along North Avenue, east of Clark Street, NLS and the LaSalle Avenue junction is visible. The group agreed that the APE should take in the south side of the street due to the open views of NLS and LaSalle Drive. In a slight departure from the "one parcel" principle, the IHPA felt that the APE boundary should turn south along the east side of Astor Street for several blocks due to the very close proximity of this street to NLS.

At the intersection of NLS, Michigan Avenue, and Oak Street, it was noted that although changes were being proposed for this intersection, the character of the area would have only minor changes. It was agreed that the APE boundary should extend two parcels in on West Oak Street. In addition, all agreed that inclusion of the first row of buildings on East Lake Shore Drive (ELSD) was necessary since some alternatives would relocate NLS and the Oak Street Beach eastward.

Between East LSD and Grand Avenue, it was noted that all of the alternatives propose to have NLS cross under the local roadway grid, i.e., Chicago Avenue. In addition, in order to provide adequate shoreline protection, the parkland would be extended eastward to the innermost point of the existing breakwater. Chicago Avenue, Inner Drive, and other crossroads would generally remain at the current street level. In order to capture the likely geometric changes, it was suggested that the APE boundaries be extended westward on Chicago Avenue. Because of the open views to the Chicago Avenue junction across historic Lake Shore Park, the group agreed that the APE should take in the first parcels along both the south side of Chicago Avenue and the north side of Pearson Street to Fairbanks Court. Elsewhere along this stretch of NLS, one parcel in was determined to be adequate.

There was a discussion whether the eastern edge of the APE should include Lake Point Tower and Olive Park. It was agreed that the north and westerly views from these parcels may be affected by proposed changes to NLS and should be included. As Navy Pier has already been slated for de-designation from the NHRP, it does not need to be included.

Following the tour, a revised draft of the APE boundaries will be prepared and distributed to the meeting participants.

### **Noise Concerns**

Sam Mead of IDOT initiated a discussion regarding noise along the corridor and potential mitigation strategies. Since the installation of noise barriers (even clear ones) would create both a visual and physical barrier to park access and view shed, he was wondering how this would be evaluated. Since noise barriers may be perceived as a substantial detriment to cultural resources, the discussion was focused on how this would be assessed. IHPA responded that noise barriers would likely be considered an adverse effect, but that this would need to be considered in greater detail. IHPA asked whether IDOT and CDOT anticipated a substantial increase in noise within the project area. IDOT responded that noise levels likely already exceed the noise abatement criteria, and would likely increase in certain places. It was discussed that since a significant amount of the properties along the park edge are high-rises, the benefitted receptors would likely only be the park facing owners located on the lower floors, resulting in little to no mitigation for remainder of residents in the high-rises. As we get closer to discussing noise

issues and mitigation with residents, talking points addressing the issue of noise barriers should be developed.

The field visit ended at 2:45 P.M.

**By:** Liz Patterson

**Date:** April 12, 2017



**Illinois Department  
of Transportation**

201 W. Center Court  
Schaumburg, IL 60196



30 N. LaSalle Street, Suite 1100  
Chicago, IL 60602

REDEFINE THE DRIVE



N O R T H  
L A K E S H O R E D R I V E

**Project Description:** North Lake Shore Drive Phase I Study  
Area of Potential Effects Field Visit

**Date:** April 6, 2017

**Meeting Location:** Project Study Area

**Time:** 9:30 A.M.

**Attending:**

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**APE Supporting Documentation**  
**April 24, 2017**

**Section 106  
Area of Potential Effects:  
Supporting Documentation**

North Lake Shore Drive  
Cook County, Illinois

Prepared For:  
Illinois Department of Transportation

Prepared By:  
Civiltech Engineering, Inc.

April 24, 2017

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## 1.0 Introduction

This document explains how the Illinois Department of Transportation (IDOT), on behalf of the Federal Highway Administration (FHWA), determined the Section 106 Area of Potential Effects (APE) boundary for the North Lake Shore Drive project, as shown on the accompanying APE map set. This document describes the APE boundary delineation based on the project's proposed improvements within and near the existing North Lake Shore Drive corridor.

The delineation of the APE boundary is one of the first steps undertaken in the Section 106 process, occurring prior to the identification of historic properties and assessment of effects. The purpose of this *Section 106 Area of Potential Effects: Supporting Documentation* is to provide background information about the project and the project's setting, which informed the APE boundary delineation. The historic properties identification and effects assessment will follow later in separate reports as the study progresses.

This document is organized into the following three sections: Project Description, Existing North Lake Shore Drive Conditions and Setting, and Final APE Boundary.

## 2.0 Project Description

The North Lake Shore Drive (NLS) study corridor extends approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago. The corridor is comprised of the eight-lane "Outer Drive" boulevard and the parallel two to four-lane "Inner Drive" local access roadway that is variously named North Lake Shore Drive, Sheridan Road and Marine Drive. The Outer Drive is designated as US Route 41 from the south study limit to Foster Avenue, where the US route designation continues west on Foster. The Outer Drive between Foster Avenue and the northern terminus at Hollywood Avenue is an unmarked State route. The Outer Drive is on the National Highway System which consists of roadways that are important to the nation's economy, defense and mobility.

North Lake Shore Drive is located primarily within Lincoln Park which is a 1,200-acre regional park dating back to 1860 that is listed on the *National Register of Historic Places*. Since its inception, NLS has been a heavily used transportation artery in the lakefront corridor and it has evolved into an important multi-modal facility. It is a major north-south corridor through the city as it provides regional connectivity for trips which desire to bypass the city center as well as a link between north and south suburbs and the central business district. The Lakefront Trail, which parallels NLS in the study area, is also an important element of the transportation facilities in this corridor, serving recreational users, commuters and tourists.

As recognized today, the extension of North Lake Shore Drive to Foster Avenue was constructed by the Chicago Park District in the 1930s and early 1940s under the Works Progress Administration program. The Drive was built as an 8-lane "Super Highway" complete with reversible lanes and one of the first applications of cloverleaf interchanges in the country. It was later extended to Hollywood Avenue in the 1950s.

Jurisdiction of NLS was transferred from the Chicago Park District to the City of Chicago in 1959. That transfer is noteworthy because the Park District only transferred the roadway pavement and

appurtenances to the City and retained jurisdiction of any green space behind the backs of curb. Today, all land outside the backs of curb of NLS D is protected under Section 4(f) of the *Department of Transportation Act of 1966* and under Section 106 of *National Historic Preservation Act of 1966*. Jurisdiction of NLS D was later transferred to the Illinois Department of Transportation in the late 70s or early 80s. Though under IDOT jurisdiction, the Drive retained its original “boulevard” classification in the City and as such, truck traffic is still prohibited.

The proposed improvement consists of reconstruction of the existing infrastructure along the corridor which is 80 years old and is in the state of disrepair. In general the following improvements will be included in the project:

### **2.1 Roadway Reconstruction**

Though the NLS D pavement between Grand Avenue and Irving Park Road has been repaired and resurfaced many times over the years, the underlying roadway structure is the original 1932 pavement. The proposed improvement will reconstruct the existing roadway pavement.

### **2.2 Roadway Realignment**

The Oak Street curve is currently substandard and experiences a substantial number of crashes. It is anticipated that the Oak Street Curve will be realigned to increase the radius to improve safety. This will require extending North Lake Shore Drive out into Lake Michigan on lakefill.

### **2.2 Junctions**

The proposed project would improve the design of junctions and cross streets. This would include improved bus turning radii, improved vehicle storage, wider sidewalks, and ADA ramps. It is anticipated that the existing at-grade intersection at Chicago Avenue will be converted into a junction. Substandard interchange ramps spacing between Montrose Avenue and Lawrence Avenue would be reconfigured and consolidated. Bridges and structures would be reconstructed.

### **2.3 Non-motorized travel improvements**

The proposed improvement would include separating pedestrian and cyclists along the Lakefront Trail. Inadequate trail capacity to accommodate peak user demands combined with conflicts between user types creates safety hazards along nearly the entire length of the Lakefront Trail. Trail conflicts at junction intersections and where park users cross, enter or leave the trail are other sources of safety hazards at major park access locations. Functionally obsolete pedestrian structures will also be widened at the following locations:

- Chicago Avenue
- Michigan Avenue
- Oak Street
- Division Street
- North Avenue
- Passerelle Bridge
- Diversey Parkway
- Roscoe Street



- Addison Street

## **2.4 ADA Improvements**

Much of the NLSD infrastructure fails to meet the requirements of the Americans with Disabilities Act. Eleven of the twelve pedestrian tunnels and the single pedestrian bridge do not meet ADA requirements. In addition, the accessible routes at six of the nine roadway junctions fail to provide adequate handicap accessibility. Pedestrian tunnels typically fail to meet ADA requirements due to approach ramps with excessive grades and/or a lack of landings and handrails. The Chicago Avenue and Division Street tunnels lack any ramps at all and only have stairs.

## **2.5 Transit Improvements**

A variety of transit improvements are under consideration for this project ranging from transit advantages such as queue-jump lanes and bus priority signals to bus on shoulder operations and dedicated transitways.

## **2.6 Shoreline Protection**

Due to the proximity of NLSD and the Lakefront Trail to Lake Michigan, they are subject to occasional flooding as a result of high wave action. This flooding causes hazardous conditions, particularly in the wintertime when the roadway and the Lakefront Trail can quickly become ice covered. Portions of the trail are impassible for extended periods of time due to ice buildup in the winter. The proposed improvement will include revetment walls and/or beaches to reduce flooding as a result of wave action fro Lake Michigan.

## **3.0 Existing North Lake Shore Drive Conditions and Setting**

North Lake Shore Drive is located within Lincoln Park, which is surrounded by a highly urbanized environment in the City of Chicago. Lincoln Park is bounded on the west by the urban edge of the city and on the east by Lake Michigan. Topography is generally flat with adjacent land approximately 10 feet above lake level. North Lake Shore Drive has four travel lanes in each direction with grade separated junctions at:

- Grand Avenue
- Michigan Avenue/Oak Street
- LaSalle Drive
- Fullerton Parkway
- Belmont Avenue
- Irving Park Road
- Montrose Avenue
- Wilson Avenue
- Lawrence Avenue
- Foster Avenue
- Bryn Mawr Avenue

Lincoln Park offers a number of recreational activities including beaches, various ball fields, tennis courts, bird sanctuaries, playgrounds, concert venues, boating and the Lincoln Park Zoo.

Land uses surrounding to the west of the Park include high rise residential, hospital, commercial, retail, office, and education.

The following narrative descriptions and photographs provide a general overview of the North Lake Shore Drive Corridor's existing conditions and setting. The Project Corridor has been divided into seven geographic sections using cross street locations to define each section, from south to north:

- Grand Avenue to Oak Street
- Oak Street to LaSalle Drive
- LaSalle Drive to Fullerton Parkway
- Fullerton Parkway to Belmont Avenue
- Belmont Avenue to Irving Park Road
- Irving Park Road to Lawrence Avenue
- Lawrence Avenue to Hollywood Avenue

### **3.1 Grand Avenue to Oak Street**

At the project's southern end, land use consists of university, hospital and high-rise residential. The Outer Drive has four travel lanes in each direction separated by a narrow concrete barrier median. Inner Lake Shore Drive is directly adjacent to the Outer Drive with separation occurring via a narrow barrier median. The Inner Drive has two lanes in each direction and is immediately adjacent to the urban edge. The Lakefront Trail is located on the east side of the Outer Drive along the top of a revetment wall. Separation from the Outer Drive occurs by means of concrete barrier wall.

The profile of North Lake Shore Drive rises to pass over Grand Avenue but then comes back to existing grade to intersect Chicago Avenue at a signalized intersection. There are underpasses at Ohio Street and Chicago Avenue that provide pedestrian and cyclist access to the lakefront from west of North Lake Shore Drive.

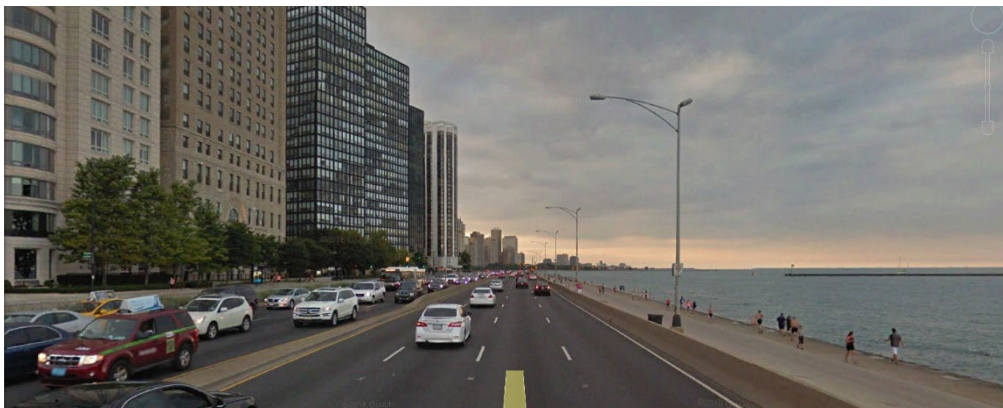


Figure 1 - Looking north; north of Chicago Avenue

### 3.2 Oak Street to LaSalle Drive

Land use in this segment consists of high-rise residential. The Outer Drive has four travel lanes in each direction separated by a landscaped median. Inner Lake Shore Drive is directly adjacent to the Outer Drive with separation occurring via a narrow barrier median. The Inner Drive has two lanes in each direction and is immediately adjacent to the urban edge. In this section some separation exists between the Outer Drive and the Lakefront Trail. Although Oak Street beach occurs along the curve, a revetment wall is located along the shoreline north of the curve.

At the Michigan Avenue junction, southbound ramps are at-grade while northbound ramps pass under North Lake Shore Drive which remains at existing grade. There are underpasses at Oak Street, Division Street and North Avenue that provide pedestrian and cyclist access to the lakefront from west of North Lake Shore Drive.



Figure 2 – Looking north; north of Michigan Avenue

### 3.3 LaSalle Drive to Fullerton Parkway

Land use in this segment consists of North Avenue Beach east of the Drive and the South Lagoon and Lincoln Park Zoo to the west. The Outer Drive has four travel lanes in each direction separated by a concrete barrier wall. Along this portion of the Drive, Inner Lake Shore Drive becomes Cannon Drive. However, it is not a through street as it serves as the main access and parking lot for Lincoln Park Zoo. In this section 60 feet generally separates the Lakefront Trail from the Outer Drive. The profile of NLSD rises to pass over LaSalle Drive but is back to existing grade just north of LaSalle Drive where the Passerelle Bridge spans the Outer Drive.



Figure 3 – Looking north at the Passerelle; north of LaSalle Drive

### 3.4 Fullerton Parkway to Belmont Avenue

Land use along this section of North Lake Shore Drive is generally recreational in nature although high rise residential occurs near Belmont Avenue. Diversey Harbor exists along the west side of the Outer Drive and Theater on the Lake exists on the east side near Fullerton Parkway. The Outer Drive consists of four lanes in each direction separated by a landscaped median. The Inner Drive follows portions of Cannon Drive and then becomes Lake Shore Drive north of Diversey Avenue and then Sheridan Road north of Belmont Avenue. These roadways have one lane in each direction with parking. In this section the Lakefront Trail is set back from the Outer Drive.

The profile of the Outer Drive rises to pass over Fullerton Parkway. There is also a slight grade increase as it passes over the Diversey Harbor Entrance. There is an underpass at Barry Avenue that provides pedestrian and cyclist access to the lakefront from west of North Lake Shore Drive.

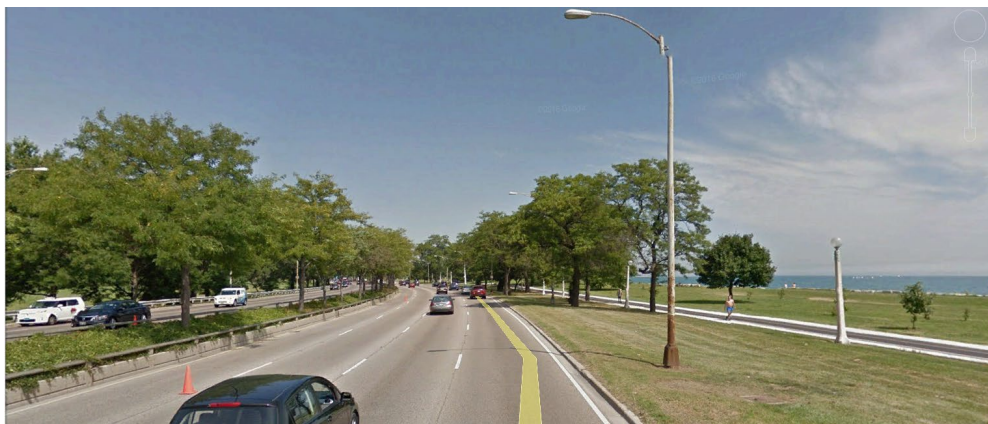


Figure 4 – Looking north; north of Fullerton Parkway

### 3.5 Belmont Avenue to Irving Park Road

Land use along this section of North Lake Shore Drive is recreational and high rise residential. Belmont Harbor as well as a number of ball fields and tennis courts exist along the east side of the Outer Drive.

The Outer Drive consists of four lanes in each direction separated by a landscaped median. The Inner Drive is referred to as Sheridan Road in this section and has one lane in each direction with parking. The Inner and Outer Drives parallel each other and are separated by a narrow median. In this section the Lakefront Trail is located close to the Outer Drive.

The profile of the Outer Drive rises to pass over Belmont Avenue. There are underpasses at Roscoe Street and Waveland Avenue that provide pedestrian and cyclist access to the lakefront from west of North Lake Shore Drive.

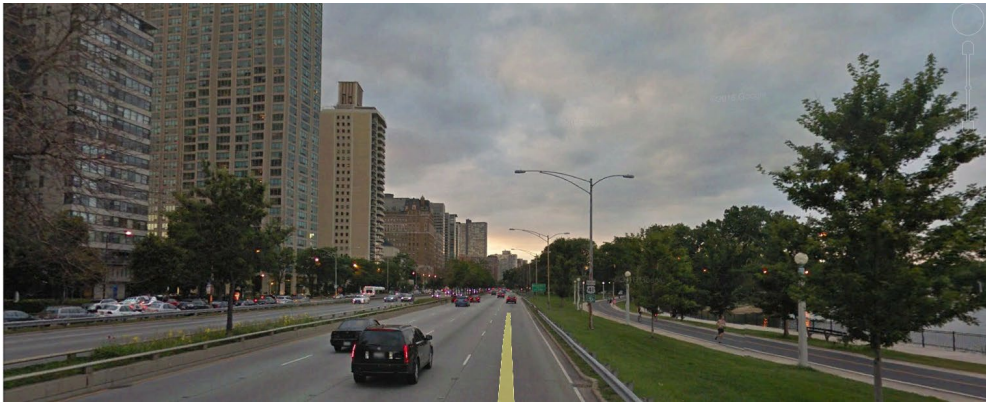


Figure 5 – Looking north; north of Belmont Avenue

### **3.6 Irving Park Road to Lawrence Avenue**

Land use along this section of North Lake Shore Drive is recreational and high rise residential. The Sydney R. Marovitz Golf Course, Cricket Hill and a number of ball fields and tennis courts exist along the east side of the Outer Drive. The Outer Drive consists of four lanes in each direction separated by a landscaped median. North of Irving Park Road the Inner Drive is referred to as Marine Drive and has one lane in each direction with parking. In this section the Lakefront Trail is set back from the Outer Drive.

The profile of the Outer Drive rises to pass over Irving Park Road, Montrose Avenue and Wilson Avenue. There is an underpass at Buena Avenue that provides pedestrian and cyclist access to the lakefront from west of North Lake Shore Drive.





Figure 6 – Looking north – north of Montrose Avenue

### 3.7 Lawrence Avenue to Hollywood Avenue

Land use along this section of North Lake Shore Drive is recreational. The Outer Drive consists of four lanes in each direction separated by a wide landscaped median. The Inner Drive is referred to as Marine Drive and has one lane in each direction with parking. In this section the Lakefront Trail is set back from the Outer Drive.

The profile of the Outer Drive rises to pass over Lawrence Avenue and Foster Avenue. There are underpasses at Argyle Street, Balmoral Avenue and Foster Avenue that provide pedestrian and cyclist access to the lakefront from west of North Lake Shore Drive.

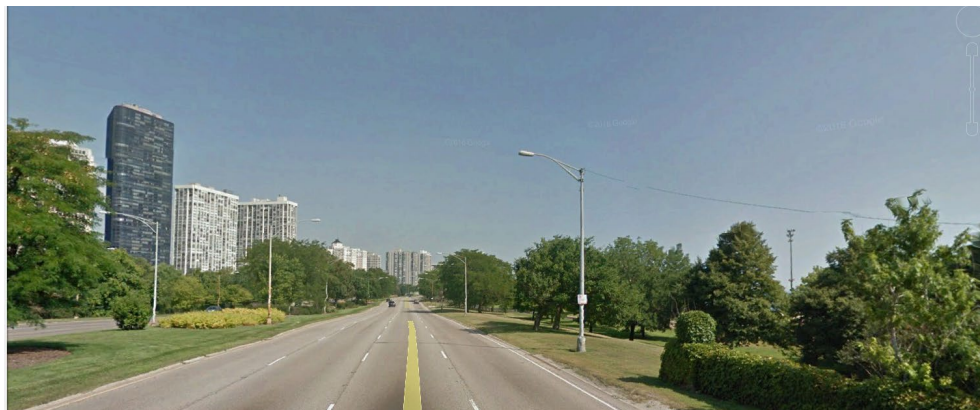


Figure 7 – Looking north; north of Foster Avenue

### 4.0 Final APE Boundary

The final APE boundary was delineated to include the proposed project design and all of Lincoln Park. In areas where North Lake Shore Drive is close to the urban edge, at least one tax parcel adjacent to the Park was included in the APE to address potential indirect visual effects from the proposed project

improvements. In general, the buildings immediately adjacent to Lincoln Park obstruct views to and from the project for the second row of buildings and beyond, acting as a physical buffer.

Accommodation was also made for proposed improvements to cross streets including the following roadways:

- Chicago Avenue
- Michigan Avenue
- East Lake Shore Drive
- Belmont Avenue
- Sheridan Road
- Bryn Mawr Avenue
- Hollywood Avenue

Four historic districts listed on the National Register of Historic Places are located adjacent to the project corridor as listed below:

- Gold Coast Historic District – Bounded by North Avenue, North Lake Shore Drive, Clark Street, and Oak Street (See Sheets A-4, A-5, A-6 and A-6a)
- Lakeview Historic District – Bounded by Wrightwood Avenue, Lakeview Avenue, Sheridan Road, Belmont Avenue, Halsted Street, Wellington Avenue, Racine Avenue, and George Street (See Sheets A-8a, A-9a and A-10)
- Buena Park Historic District – Bounded by Graceland Cemetery, Marine Drive, Irving Park Road, and Montrose Avenue (See Sheets A-12 and A-13)
- Bryn Mawr Historic District - Bryn Mawr from Sheridan Road to Broadway Avenue (See Sheet A-16)




Portions of each one of these historic districts are included within the APE.

The final APE boundary is irregularly shaped and varies in width throughout the Project Corridor because it generally follows the boundary of Lincoln Park. The APE boundary width varies from 1,000 feet on the south end of the corridor to 3,200 feet in areas where Lincoln Park widens near Lincoln Park Zoo.





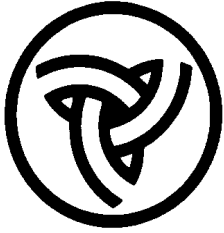
0' 600' 1200'

	Area of Potential Effects (Revised per field trip)		Historic District
	National Historic Landmark (NHL)		

North Lake Shore Drive Phase I Study  
**Area of Potential Effects**  
 Key Map  
 April 2017



**SHPO Letter – APE Agreement  
May 11, 2017**



# Illinois Department of Transportation

## Memorandum

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To: John Fortmann                      Attn: Pete Harmet  
From: Maureen Addis                      By: Brad Koldehoff  
Subject: NLSD Area of Potential Effect Boundary Agreement  
Date: May 11, 2017

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**Cook County  
Chicago  
FAP 341 (US 41/North Lake Shore Drive)  
Roadway Reconstruction, Realignment and Improvements  
Job # P-91-409-13  
IDOT Seq. # 18339**

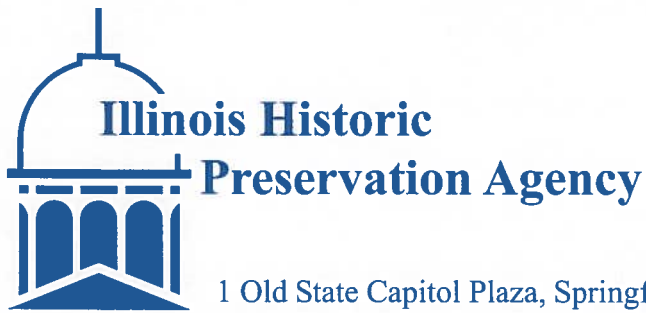
Further coordination with the Illinois State Historic Preservation Officer (SHPO) is required for the above referenced project. However, as the attached letter states, the SHPO has agreed to the revised APE on the current project maps, which were discussed in detail during the April 6, 2017 site visit. Please note that the current APE is subject to change as plans are developed.

The photographic survey and property assessment for this APE is currently being compiled. Once complete, our office will coordinate the results with the SHPO to continue this project's cultural review.

Please forward any new information to IDOT's Cultural Resources Unit when it becomes available.

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

BK:el



FAX (217) 524-7525

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

Cook County

Chicago

Roadway Reconstruction, Realignment and Improvements

FAP 341 (U.S. 41/North Lake Shore Dr.) between Grand Ave. and Hollywood Ave.

IDOT-P-91-409-13, IDOT Seq #-18339

IHPA Log #005031017

May 10, 2017

Brad Koldehoff

Illinois Department of Transportation

Bureau of Design and Environment

2300 S. Dirksen Parkway

Springfield, IL 62764

Dear Mr. Koldehoff:

Thank you for requesting comments from our office concerning the possible effects of the project referenced above on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

We are in receipt of the revised Area of Potential Effect (APE) submitted to this office on April 27, 2017. We concur with the APE as depicted on the current project maps. During our site visit on April 6, 2017 it became apparent that the current APE is subject to change as plans are developed. The delineation of the current APE will allow the identification phase of Section 106 to move forward as plans are developed.

Please contact Cultural Resources Manager, David J. Halpin at 217/785-4998 or at [david.halpin@illinois.gov](mailto:david.halpin@illinois.gov).

Sincerely,

Rachel Leibowitz, Ph.D.

Deputy State Historic

Preservation Officer

RL:djh

**ACHP Invitation into Consultation  
June 3, 2020**



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**Illinois Division**

June 3, 2020

3250 Executive Park Dr.  
Springfield, IL 62703  
(217) 492-4640  
[www.fhwa.dot.gov/ildiv](http://www.fhwa.dot.gov/ildiv)

In Reply Refer To:  
HDA-IL

Reid Nelson  
Director, Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
401 F Street NW, Suite 308  
Washington, DC 20001

Subject: Invite into Consultation, Anticipated Adverse Effect to Historic Properties, Proposed Undertaking US 41/North Lake Shore Drive - Grand Avenue to Hollywood Avenue, City of Chicago, Cook County, Illinois

Dear Mr. Nelson:

Pursuant to 36 CFR Part 800, the Federal Highway Administration (FHWA) hereby invites the Advisory Council on Historic Preservation to enter consultation on the above referenced undertaking. The undertaking involves improvements to approximately seven miles of US 41/ North Lake Shore Drive in Chicago, Illinois. Multiple alternatives are under consideration for multiple modes of transportation in order to (1) improve operation and safety, (2) provide accessibility, and (3) reduce congestion in the project corridor. Improving roadway safety will require changes to the existing roadway configuration and alignment, which may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

There is a potential for substantial public controversy related to effects to historic properties because of the scope of the alternatives that are under consideration in a densely developed urban environment. Notably, Lincoln Park is listed on the National Register of Historic Places and is located on both sides of North Lake Shore Drive.

In May 2020, invitations were sent to parties with potential interest in historic properties to be consulting parties for this proposal. An Area of Potential Effects (APE) for the undertaking was coordinated with the Illinois State Historic Preservation Officer and surveys to identify historic properties have been initiated. A consulting party meeting will be held later this year to present the APE and preliminary results of identification surveys. This meeting will be announced on the project website and will be open to the public.

Please contact Matt Fuller at FHWA via e-mail ([Matt.Fuller@dot.gov](mailto:Matt.Fuller@dot.gov)) or by phone (217)-492-4625 with any questions.

Sincerely,

Arlene K. Kocher  
Division Administrator

Enclosure



**Project Location**

North Lake Shore Drive Phase I Study




## Location Map

November 11, 2013





0' 600' 1200'

	Area of Potential Effects (Revised per field trip)		Historic District
	National Historic Landmark (NHL)		

North Lake Shore Drive Phase I Study  
**Area of Potential Effects**  
 Key Map  
 April 2017



**Consulting Party Invitation Letters  
June 26, 2020**





**FILE COPY**

# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

«Prefix\_First\_Name» «Last\_Name» «Attn\_»  
«Title»  
«OrganizationAgency»  
«City», «State» «Zip\_Code»

**Subject:** North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear «Alt\_Salutation»:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

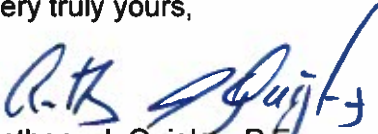
If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

bcc: Anthony Quigley  
John Baczek  
File

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

\_\_\_\_\_

Do Not Accept:

\_\_\_\_\_

Reason(s) for not accepting:

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\_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_





**Project Location**

North Lake Shore Drive Phase I Study

**Location Map**

Prefix First Name	Last Name	Title	Attn:	Alt_Salutation	Organization/Agency	Address	City	State	Zip Code
Mr. Curt	Wiley	President	Attn: Mr. Andrew	Mr. Wiley	Buena Park Neighbors	PO Box 13018	Chicago	IL	60613
Ms. Lynn	Osmond	President		Ms. Osmond	Chicago Architecture Foundation	111 E. Wacker Drive	Chicago	IL	60601
Ms. Vanessa	Vergara	President		Ms. Vergara	Chicago Cultural Alliance	100 S. State Street, 4th Floor	Chicago	IL	60603
Ms. Eleanor	Gorski	First Deputy Commissioner	Attn: Ms. Dijana Cuvalo	Ms. Gorski	Chicago Department of Planning and Development - Chicago Historic Preservation Division	121 N. LaSalle Street, Room 1101	Chicago	IL	60602
Mr. Gary	Johnson	President		Mr. Johnson	Chicago History Museum	1601 North Clark	Chicago	IL	60614
Mr. Michael P.	Kelly	General Superintendent & Chief Executive Officer		Mr. Kelly	Chicago Park District	541 N. Fairbanks	Chicago	IL	60611
Mr. Willa	Lang	Executive Director		Mr. Lang	Chicago Parks Foundation	541 N. Fairbanks	Chicago	IL	60611
					Chicago Harbors	1521 S. Linn White Drive, 1st Floor	Chicago	IL	60614
Ms. Melanie	Eckner			Ms. Eckner	Clarendon Park Advisory Council	4501 N. Clarendon Avenue	Chicago	IL	60640
Mr. Rafel	Leon	Chair		Mr. Leon	Commission on Chicago Landmarks	121 N. LaSalle Street, Room 1101	Chicago	IL	60602
Mr. Charles	Birnbaum	President and CEO		Mr. Birnbaum	Cultural Landscape Foundation	1711 Connecticut Avenue NW, Suite 200	Washington	DC	20009
Mr. Robert	Remer			Mr. Remer	Edgewater Historical Society	5358 N. Ashland	Chicago	IL	60640
Ms. Juanita	Irizarry	Executive Director		Ms. Irizarry	Friends of the Parks	17 N. State Street, Suite 1450	Chicago	IL	60602-3315
Mr. Vern	Broders	President		Mr. Broders	The Gold Coast Neighbors' Association	P.O. Box 101241	Chicago	IL	60610-1241

Mr. Nathan	Holth	Author/Photographer/Webmaster		Mr. Holth	Historic Bridges	2575 Waldheim Drive	Port Huron	MI	48060
Ms. Lisa	DiChiera	Director of Advocacy		Ms. DiChiera	Landmarks Illinois	30 N. Michigan Avenue, Suite 2020	Chicago	IL	60602
Ms. Ellen	Isaacson	Supervisor		Ms. Isaacson	Lincoln Park Advisory	2430 N. Cannon Drive	Chicago	IL	60657
Mr. Doug	Widener	Executive Director		Mr. Widener	Lincoln Park Conservancy	2000 N. Racine Avenue, Suite 4800	Chicago	IL	60614
Ms. Briana	Skipper	President		Ms. Skipper	Lincoln Park Cultural Center - Advisory Council	2045 N. Lincoln Park West	Chicago	IL	60610
Ms. Marybeth	Johnson	Vice President		Ms. Johnson	Lincoln Park Zoo	2001 North Clark	Chicago	IL	60614
Ms. Jennifer	Sandy	Associate Field Director - Chicago		Ms. Sandy	National Trust for Historic Preservation	53 West Jackson Boulevard, Suite 350	Chicago	IL	60604
Mr. Bill	Kenney	President		Mr. Kenney	Northern Illinois Historic League	1037 Boxwood Drive	Crystal Lake	IL	60014
Mr. Ward	Miller	Executive Director		Mr. Miller	Preservation Chicago	4410 N. Ravenswood Avenue	Chicago	IL	60640
Mr. Patrick	Butler	President		Mr. Butler	Ravenswood-Lake View Historical Association	6728 N. Jean Avenue	Chicago	IL	60625
Ms. Deborah	Gershbein	President	Attn: Ms. Judy Aiello	Ms. Gershbein	Streeterville Organization of Active Residents	244 East Pearson Street, Suite 102	Chicago	IL	60611
Mr. Celeste	Adams	President and CEO		Mr. Adams	The James Charnley House (Charnley-Perski House Museum), The Frank Lloyd Wright Trust - The Rookery	209 S. LaSalle Street, Suite 118	Chicago	IL	60604
Ms. Kimberly	Bares	President		Ms. Bares	The Magnificent Mile Association	625 North Michigan Avenue, Suite 401	Chicago	IL	60611
Ms. Kathleen	Chernich	Chief, CELRC-TS-RE		Ms. Chernich	U.S. Army Corps of Engineers - Chicago District	231 S. LaSalle Street, Suite 1500	Chicago	IL	60604
Mr. Martin	Tangora			Mr. Tangora	Uptown Historical Society	4636 N. Magnolia	Chicago	IL	60640



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Curt Wiley                      Attn: Mr. Andrew Lueck  
President  
Buena Park Neighbors  
Chicago, IL 60613

Subject:                      North Lake Shore Drive Phase I Study  
   Invitation to Section 106 Consulting Parties

Dear Mr. Wiley:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.



Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

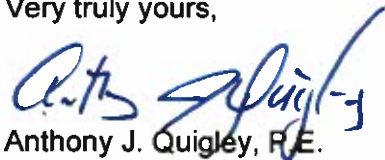
If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment



Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

\_\_\_\_\_

Do Not Accept:

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Reason(s) for not accepting:

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\_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Lynn Osmond  
President  
Chicago Architecture Foundation  
Chicago, IL 60601

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Osmond:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Ms. Lynn Osmond  
June 26, 2020  
Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

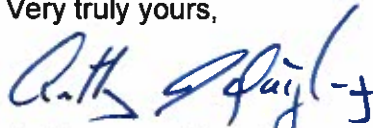
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Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

\_\_\_\_\_

Do Not Accept:

\_\_\_\_\_

Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Vanessa Vergara  
President  
Chicago Cultural Alliance  
Chicago, IL 60603

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Vergara:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

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Ms. Vanessa Vergara  
June 26, 2020  
Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

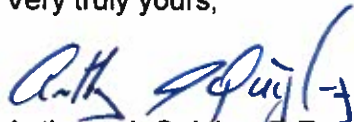
If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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\_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Eleanor Gorski                      Attn: Ms. Dijana Cuvalo  
First Deputy Commissioner  
Chicago Department of Planning and Development - Chicago Historic  
Preservation Division  
Chicago, IL 60602

Subject:            North Lake Shore Drive Phase I Study  
                         Invitation to Section 106 Consulting Parties

Dear Ms. Gorski:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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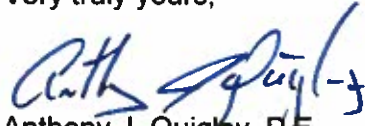
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Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Chicago Harbors  
1521 S. Linn White Drive  
Chicago, IL 60614

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear To Whom it May Concern:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to

June 26, 2020

Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

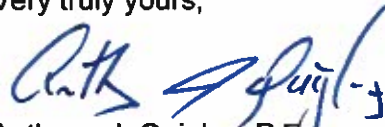
If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept: \_\_\_\_\_

Do Not Accept: \_\_\_\_\_

Reason(s) for not accepting:  
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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Gary Johnson  
President  
Chicago History Museum  
Chicago, IL 60614

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Johnson:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Mr. Gary Johnson

June 26, 2020

Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

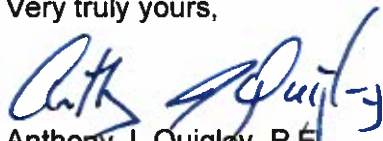
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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_





# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Michael P. Kelly  
General Superintendent & Chief Executive Officer  
Chicago Park District  
Chicago, IL 60611

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Kelly:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

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Mr. Michael P. Kelly  
June 26, 2020  
Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

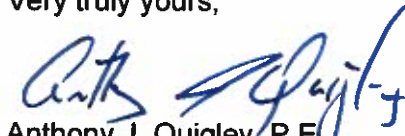
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Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Willa Lang  
Executive Director  
Chicago Parks Foundation  
Chicago, IL 60611

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Lang:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

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Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Melanie Eckner  
Clarendon Park Advisory Council  
Chicago, IL 60640

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Eckner:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

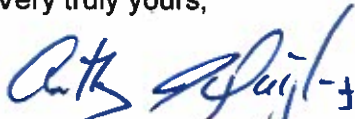
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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

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Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment



Ms. Melanie Eckner  
June 26, 2020  
Page 3

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Rafel Leon  
Chair  
Commission on Chicago Landmarks  
Chicago, IL 60602

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Leon:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Mr. Rafel Leon  
June 26, 2020  
Page 2

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If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Charles Birnbaum  
President and CEO  
Cultural Landscape Foundation  
Washington, DC 20009

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Birnbaum:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Mr. Charles Birnbaum  
June 26, 2020  
Page 2

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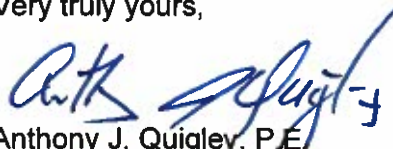
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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Robert Remer  
Edgewater Historical Society  
Chicago, IL 60640

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Remer:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.



Mr. Robert Remer  
June 26, 2020  
Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Juanita Irizarry  
Executive Director  
Friends of the Parks  
17 N. State Street, Suite 1450  
Chicago, IL 60602-3315

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Irizarry:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Ms. Juanita Irizarry  
June 26, 2020  
Page 2

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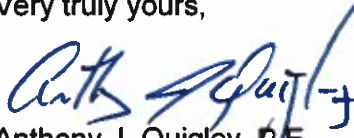
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[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

\_\_\_\_\_

Do Not Accept:

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Reason(s) for not accepting:

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\_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Vern Broders  
President  
The Gold Coast Neighbor's Association  
P.O. Box 101241  
Chicago, IL 60610-1241

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Broders:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Mr. Vern Broders  
June 26, 2020  
Page 2

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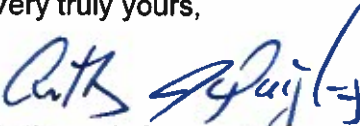
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Illinois Department of Transportation  
201 West Center Court  
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[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

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Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer



Mr. Vern Broders  
June 26, 2020  
Page 3

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Nathan Holth  
Author/Photographer/Webmaster  
Historic Bridges  
Port Huron, MI 48060

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Holth:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Lisa DiChiera  
Director of Advocacy  
Landmarks Illinois  
Chicago, IL 60602

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. DiChiera:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Ms. Lisa DiChiera  
June 26, 2020  
Page 2

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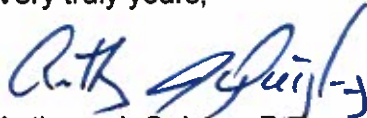
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[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment



Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Ellen Isaacson  
Supervisor  
Lincoln Park Advisory Council  
Chicago, IL 60657

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Isaacson:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Ms. Ellen Isaacson

June 26, 2020

Page 2

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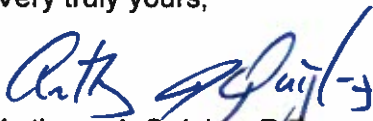
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Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_





# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Doug Widener  
Executive Director  
Lincoln Park Conservancy  
Chicago, IL 60614

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Widener:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Mr. Doug Widener  
June 26, 2020  
Page 2

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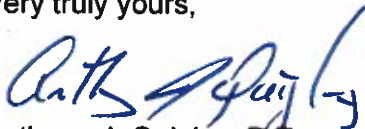
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Illinois Department of Transportation  
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Schaumburg, IL 60196  
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Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Mr. Doug Widener  
June 26, 2020  
Page 3

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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\_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Briana Skipper  
President  
Lincoln Park Cultural Center - Advisory Council  
Chicago, IL 60610

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Skipper:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

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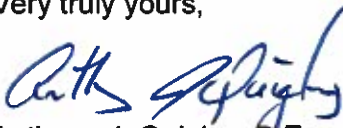
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Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

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Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment



Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

\_\_\_\_\_

Do Not Accept:

\_\_\_\_\_

Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Marybeth Johnson  
Vice President  
Lincoln Park Zoo  
Chicago, IL 60614

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Johnson:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Ms. Marybeth Johnson  
June 26, 2020  
Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

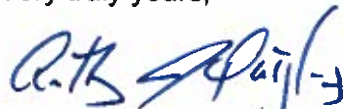
If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Ms. Marybeth Johnson  
June 26, 2020  
Page 3

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Celeste Adams  
President and CEO  
The James Charnley House (Charnley-Perski House Museum), The Frank  
Lloyd Wright Trust - The Rookery  
Chicago, IL 60604

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Adams:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Mr. Celeste Adams  
June 26, 2020  
Page 2

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If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Kimberly Bares  
President  
The Magnificent Mile Association  
Chicago, IL 60611

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Bares:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Ms. Kimberly Bares  
June 26, 2020  
Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

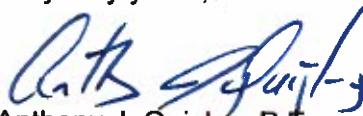
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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_





# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Jennifer Sandy  
Associate Field Director - Chicago  
National Trust for Historic Preservation  
Chicago, IL 60604

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Sandy:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

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Ms. Jennifer Sandy  
June 26, 2020  
Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

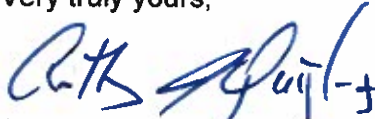
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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
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Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Bill Kenney  
President  
Northern Illinois Historic League  
Crystal Lake, IL 60014

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Kenney:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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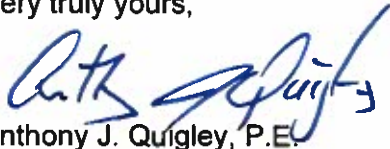
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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

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Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment



Mr. Bill Kenney  
June 26, 2020  
Page 3

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Ward Miller  
Executive Director  
Preservation Chicago  
Chicago, IL 60640

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Miller:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Mr. Ward Miller  
June 26, 2020  
Page 2

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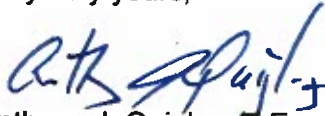
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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

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Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Patrick Butler  
President  
Ravenswood-Lake View Historical Association  
Chicago, IL 60625

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Butler:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

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Mr. Patrick Butler  
June 26, 2020  
Page 2

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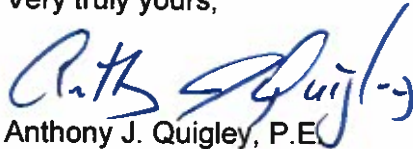
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Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment



Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

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Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Deborah Gershbein                      Attn: Ms. Judy Aiello  
President  
Streeterville Organization of Active Residents  
Chicago, IL 60611

Subject:            North Lake Shore Drive Phase I Study  
                         Invitation to Section 106 Consulting Parties

Dear Ms. Gershbein:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.


If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,

  
Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

\_\_\_\_\_

Do Not Accept:

\_\_\_\_\_

Reason(s) for not accepting:

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\_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Mr. Martin Tangora  
Uptown Historical Society  
Chicago, IL 60640

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Mr. Tangora:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Mr. Martin Tangora

June 26, 2020

Page 2

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
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[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment



Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

\_\_\_\_\_

Do Not Accept:

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Reason(s) for not accepting:

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Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

June 26, 2020

Ms. Kathleen Chernich  
Chief, CELRC-TS-RE  
U.S. Army Corps of Engineers - Chicago District - Regulatory  
Chicago, IL 60604

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Dear Ms. Chernich:

The Illinois Department of Transportation (Department) is inviting you to become a Section 106 consulting party for the North Lake Shore Drive Improvement Project, which covers approximately seven miles from Grand Avenue to Hollywood Avenue in the City of Chicago.

The Federal Highway Administration (FHWA), in cooperation with the Department and the Chicago Department of Transportation (CDOT), is completing Phase I transportation and environmental studies for the undertaking which will result in the completion of an Environmental Impact Statement (EIS). The undertaking involves consideration of multiple alternatives to improve the operation and safety, provide accessibility, and reduce congestion for all modes of transportation along North Lake Shore Drive. Improving roadway safety will require changes to the existing roadway configuration that may result in filling a portion of Lake Michigan. More information on the undertaking is available on the project website at <http://www.northlakeshoredrive.org>.

The EIS will serve to identify and minimize impacts to environmental resources by the undertaking, including historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress.

Section 106 of the National Historic Preservation Act, the National Environmental Protection Act, and 23 U.S.C. 139 all require the FHWA to consider the effect of their planned, funded and permitted undertakings on historic properties. This includes the requirement that Federal agencies involve consulting parties and the public in findings and determinations made during the Section 106 process as outlined in 36 C.F.R. 800.

Consulting parties include individuals or organizations with a demonstrated interest in the undertaking due to their: 1) legal or economic relationship to the undertaking or affected properties; or 2) concern with the undertaking's effects on historic properties. The Department, CDOT, and FHWA have identified you as a potential interested party and are therefore inviting you to be a Section 106 consulting party for this undertaking. Consulting parties may comment on the proposed undertaking, provide information on historic properties in the project area, identify issues relating to the undertaking's potential effects on historic properties, and consult to seek ways to avoid, minimize or mitigate adverse effects to historic properties. During the project development process, the Department would be seeking your input as a consulting party on these issues, with the first consulting party meeting planned for later in 2020.

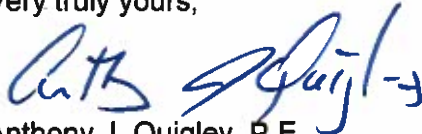
If you would like to be a Section 106 consulting party, wish to comment on this project's potential to effect historic properties, or need additional information to make an informed decision, please send the Department a response by mail or email prior to July 17, 2020. You may use the enclosed form to either accept or decline the offer to be a consulting party at this time. Please direct all responses and questions to:

Ms. Lori Brown, P.E.  
Senior Consultant Studies Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196  
[Lori.S.Brown@illinois.gov](mailto:Lori.S.Brown@illinois.gov)

Ms. Brown can also be reached by phone at 847-705-4477 to answer any questions or discuss the project in more detail or describe the roles and responsibilities of a consulting party.

Thank you for your cooperation and interest in this project.

Very truly yours,



Anthony J. Quigley, P.E.  
Region One Engineer

Attachment

Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties

Section 106 Consulting Party Response

Accept:

\_\_\_\_\_

Do Not Accept:

\_\_\_\_\_

Reason(s) for not accepting:

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Date: \_\_\_\_\_

**Please indicate:**

Yes, I plan on participating in the meeting: \_\_\_\_\_

No, I do not plan on participating in the meeting: \_\_\_\_\_

**Consulting Party Meeting #1**  
**April 19, 2021**

## **Meeting Invitation**

**From:** North Lake Shore Drive Phase I Study <info@northlakeshoredrive.org>  
**Sent:** Monday, March 22, 2021 4:01 PM  
**To:** Jennifer M. Hyman, P.E.  
**Subject:** NLSD Phase I Study Section 106 Consulting Parties Meeting #1 Invitation



**REDEFINE THE DRIVE**

## North Lake Shore Drive Study Section 106 Consulting Parties Meeting #1 Invitation

### Please join us for the first Consulting Parties meeting!

The Illinois Department of Transportation (IDOT) invites you to attend the first [Section 106](#) Consulting Parties meeting for the [North Lake Shore Drive Phase I Study](#) on April 19, 2021. Consulting Parties include individuals or organizations with a demonstrated interest in the undertaking and potential effects it may have on historic properties.

In the summer of 2020, IDOT mailed a letter identifying you as a potential interested party and invited you to be a Section 106 Consulting Party for this undertaking. If you have not confirmed your acceptance and would like to participate in the process, [please fill out this form](#) and email it to the project team at [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org). To learn more about the Section 106 process and the role of a Consulting Party, please [click here](#).

Please join us for the first Consulting Parties meeting during which the project team will review the Section 106 process, describe your role and participation opportunities, and share the initial historic information that has been gathered to date. During this meeting, the project team will seek your input regarding historic features that should be considered and questions regarding the Section 106 process.

Due to the COVID-19 pandemic, the meeting will be held virtually through the online webinar platform, Zoom. Please visit the link below to register. Once you have registered, a link will be provided for you to join the meeting.

### Section 106 Consulting Parties Meeting #1



[Please click here to register](#)

**Date: April 19, 2021**

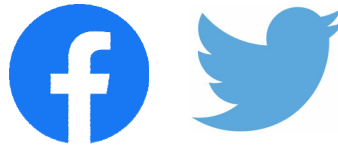
**Time: 1 p.m. to 3 p.m.**

Prior to the meeting, the project team will share additional Section 106 materials for Consulting Parties to review which will help facilitate the discussion when we gather. If you have any questions or comments regarding the Section 106 process or the NLSO Phase I Study, please email the project team at [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org) or call the study phone number at 312-561-3140 ext. 101. We look forward to your participation as a Section 106 Consulting Party.

Sincerely,

The North Lake Shore Drive Project Team

Please stay up to date with the project with the social media links below and our website: [www.NorthLakeShoreDrive.org](http://www.NorthLakeShoreDrive.org)



[\*\*info@northlakeshoredrive.org\*\*](mailto:info@northlakeshoredrive.org)

North Lake Shore Drive Phase I Study | 30 N. LaSalle, Chicago, IL 60602

[Update Profile](#) | [Customer Contact Data Notice](#)

Sent by info@northlakeshoredrive.org powered by





**REDEFINE THE DRIVE**

**Subject: North Lake Shore Drive Phase I Study  
Invitation to Section 106 Consulting Parties**

## Section 106 Consulting Party Response

Accept       Do Not Accept

Reason(s) for not accepting:

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Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Please indicate:

- Yes, I plan on participating in the meeting
- No, I do not plan on participating in the meeting

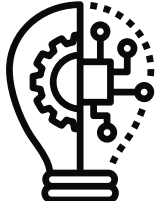
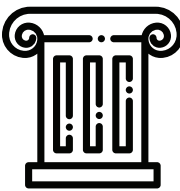
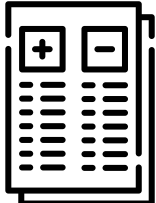

# NORTH LAKE SHORE DRIVE PHASE I STUDY

## SECTION 106 PROCESS AND CONSULTING PARTIES

### WHAT IS THE SECTION 106 PROCESS?

The State of Illinois, through the Illinois Department of Transportation and Chicago Department of Transportation, is developing proposed improvements to the North Lake Shore Drive (NLSD) multi-modal transportation facility. The proposed improvements within the NLSD corridor require a federal-level environmental review, including consultation under Section 106 of the National Historic Preservation Act (NHPA) of 1966.

Section 106 requires that federal agencies take into account effects on historic resources from the proposed project and afford the Advisory on Historic Preservation (AHP) a reasonable opportunity to comment. There are four key milestones in the Section 106 process as outlined below:

1		<p><b>INITIATE THE PROCESS</b></p> <ul style="list-style-type: none"> <li>• Determine the undertaking</li> <li>• Coordinate with other reviews</li> <li>• Identify Consulting Parties</li> </ul> <p><i>Who is interested in historic properties in the project area?</i></p>
2		<p><b>IDENTIFY HISTORIC RESOURCES</b></p> <ul style="list-style-type: none"> <li>• Determine “Area of Potential Effect” (APE)</li> <li>• Identify historic resources</li> <li>• Determine National Register eligibility</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Historic Properties Inventory (HPI) for public review</li> </ul> <p><i>What historic properties are present?</i></p>
3		<p><b>ASSESS IF ADVERSE EFFECTS</b></p> <ul style="list-style-type: none"> <li>• Apply criteria of adverse effects</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Assessment of Effects (AOE) for public review</li> </ul> <p><i>Are historic properties affected by the project?</i></p>
4		<p><b>RESOLVE ADVERSE EFFECTS (IF NEEDED)</b></p> <ul style="list-style-type: none"> <li>• Develop alternatives to avoid, minimize or mitigate adverse effects</li> <li>• Notify AHP</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Memorandum of Agreement (MOA) for public comment</li> </ul> <p><i>Is there agreement or further discussion needed?</i></p>

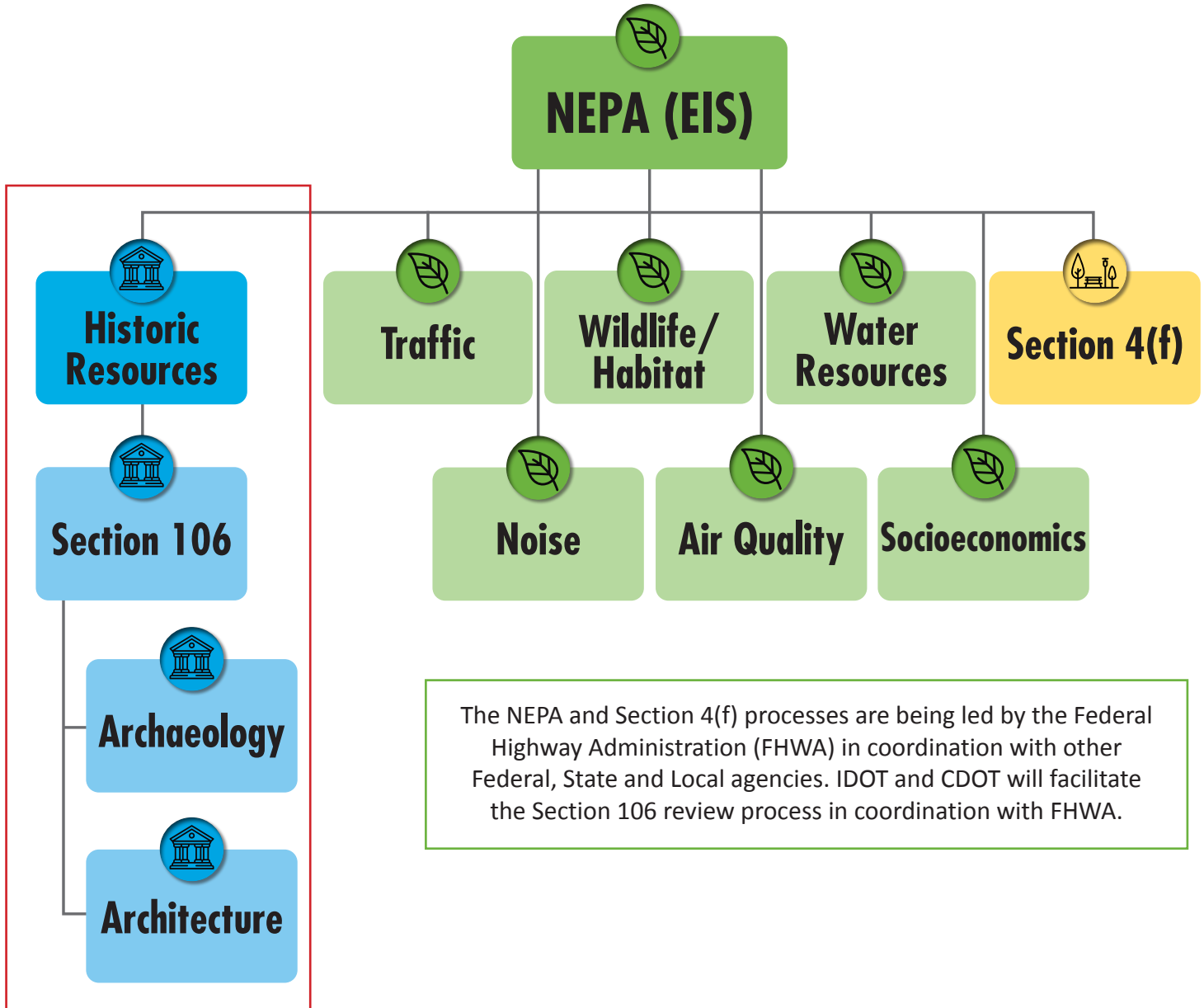
### WHAT ARE CONSULTING PARTIES?

During the Section 106 process, the project team will identify and engage a variety of Consulting Parties in order to receive input at key decision points. Consulting Parties include individuals or organizations with a demonstrated interest in the project’s potential effects on historic properties. Input that is received from Consulting Parties will aid the state and federal agencies with identifying important cultural landscape features, architectural and archaeological resources, and effects to these resources.

For more information regarding the Section 106 process and Consulting Parties, [please visit the project website](http://www.northlakeshoredrive.com).

# HOW DOES THE SECTION 106 PROCESS RELATE TO NORTH LAKE SHORE DRIVE?

To be eligible for federal funds from the Federal Highway Administration (FHWA), the North Lake Shore Drive Phase I Study will be evaluated under three separate, parallel review processes. The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to consider the impacts of their actions on the human and natural environment. This includes a variety of resources, including historic resources. Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires federal agencies to consider the effects of an undertaking on historic properties. North Lake Shore Drive is located within Lincoln Park which is listed on the National Register of Historic Places. Other historic properties will be identified with the cultural resource surveys currently in progress and through Consulting Party input. Section 4(f) of the U.S. Department of Transportation Act of 1966 provides for consideration of public park and recreation areas, wildlife and waterfowl refuges, and historic sites during transportation project development. The relationship of these federal reviews are included in the diagram below:



## **Meeting Attendance Roster**

**Consulting Party Meeting #1 (04/19/2021)**

Attendance Record

First Name	Last Name	Organization
Kandalyn	Hahn	Chicago Department of Planning and Development
Sarah	White	Chicago Park District
Willa	Lang	Chicago Parks Foundation
Jennifer	Henry	Chicago Transit Authority
Katharine	Boyda	Clarendon Park Advisory Council
Melanie	Eckner	Clarendon Park Advisory Council
Robert	Remer	Edgewater Historical Society
Abigail	Johnston	Friends of the Parks
Juanita	Irizarry	Friends of the Parks
Rita	Baker	IL State Historic Preservation Office
CJ	Wallace	IL State Historic Preservation Office Department of Natural Resources
Bonnie	McDonald	Landmarks Illinois
Doug	Widener	Lincoln Park Conservancy
Mary Lu	Seidel	Preservation Chicago
Ward	Miller	Preservation Chicago
Deborah	Gershbein	SOAR
Unknown Caller		
Unknown Caller		
matt	fuller	Federal Highway Administration
Lori	Brown	Illinois Department of Transportation
Marie	Glynn	Illinois Department of Transportation
Jason	Biernat	Chicago Department of Transportation
Jeffrey	Sriver	Chicago Department of Transportation
Nathan	Roseberry	Chicago Department of Transportation
Julia	Bachrach	Project Team
Elli	Cosky	Project Team
Kyle	Duff	Project Team
Michael	Folkening	Project Team
Peter	Harmet	Project Team
Jennifer	Hyman	Project Team
Amanda	Kleinwachter	Project Team
Abby	Monroe	Project Team
Mary	Young	Project Team

## **Presentation**



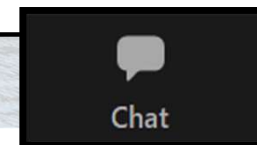
# Welcome to the North Lake Shore Drive Consulting Parties Meeting #1

The meeting will begin at 1:00 p.m.

While you are waiting, please remember that:

- Today's meeting will consist of a presentation and designated feedback and input opportunities
- Participant's microphones are muted
- This meeting will be recorded for internal project reference
- Each participant is provided a chat feature at the bottom of their screen. **Please test this feature by providing your name and organization and pressing "Send"!**

Chat feature





**North Lake Shore Drive  
Section 106  
Consulting Parties Meeting #1  
April 19, 2021**

**Welcome**





## Project Contacts and Website

- **Illinois Department of Transportation**
  - Lori Brown
- **Chicago Department of Transportation**
  - Nathan Roseberry
- **Project Website URL**
  - [www.northakeshoredrive.org](http://www.northakeshoredrive.org)
  - [www.northlakeshoredrive.org/Section106Process](http://www.northlakeshoredrive.org/Section106Process)



## Agenda for Today

- Federal Reviews Overview
- History of North Lake Shore Drive and Lincoln Park
- Current Section 106 Maps and Documents
  - Area of Potential Effects
  - Historic Properties Identification
- Consulting Party Feedback and Questions
- Next Steps





## Meeting Goals

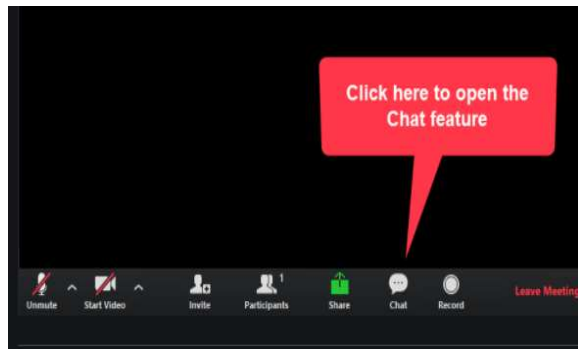
- Provide an overview of the Section 106 process
- Describe the Consulting Party role and participation opportunities
- Share historic information gathered to date and make refinements based on Consulting Party input



## Section 106 Participant Expectations

- We encourage an open and honest dialogue while respecting everyone's time and input
- We request that all discussions focus on **historic issues** related to North Lake Shore Drive
- Each Consulting Party meeting is a continuation of the Section 106 conversation – please ensure someone from your organization participates and is up to speed on where we are at in the process

# How to ask a question: Chat



Bottom center of the Zoom screen, find and click the Chat symbol



Type in your question and press send

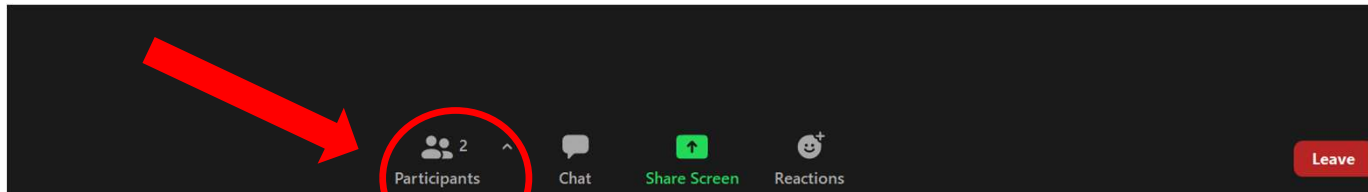


View any questions you asked throughout the meeting and all questions submitted by others

- Please type your questions throughout the meeting, rather than wait
- Questions will be answered during the designated time period
- **Please test this feature by providing your name and organization!**

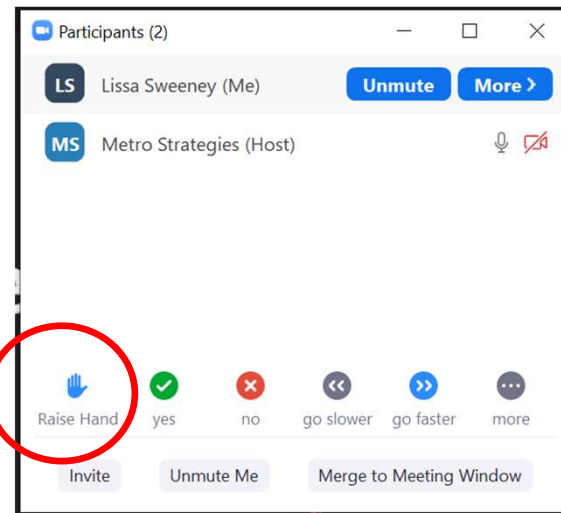


# How to ask a question: Raise Hand



Bottom center of the Zoom screen, find and click the Participants symbol

Within the Participants box, click Raise Hand icon





# Federal Reviews Overview



# NLSD Project Description

- Over 80 years old and in need of reconstruction
- Located within historic Lincoln Park
- Encompasses seven miles between Grand Avenue and Hollywood Avenue and includes:
  - 5 Community Areas, 11 neighborhoods
  - 24 bridges and tunnels
  - 12 cross-road junctions



# Applicable Federal Reviews



## National Environmental Policy Act (NEPA) of 1969

*Impacts on the natural and human environment*



## National Historic Preservation Act (NHPA) of 1966

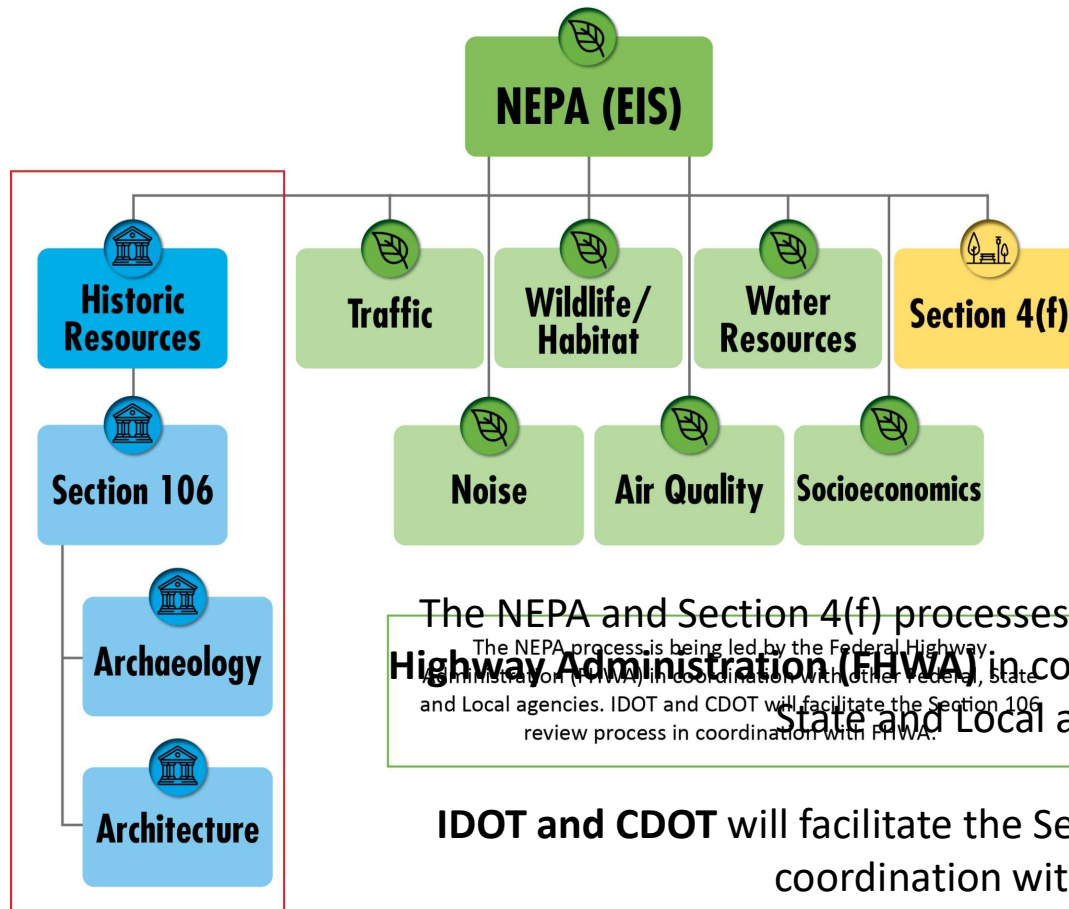
*Effects to listed and eligible resources for the National Register of Historic Places*



## Section 4(f) of the U.S. Department of Transportation Act of 1966

*Use of parks and recreation lands, wildlife and waterfowl refuges, historic sites*

# Relationship of Federal Reviews



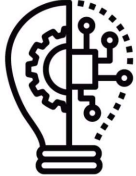



The NEPA and Section 4(f) processes are being led by the **Federal Highway Administration (FHWA)** in coordination with other Federal, State and Local agencies.

The NEPA process is being led by the Federal Highway Administration (FHWA) in coordination with other Federal, State and Local agencies. IDOT and CDOT will facilitate the Section 106 review process in coordination with FHWA.

**IDOT and CDOT** will facilitate the Section 106 review process in coordination with FHWA.



# Section 106 Process

<p><b>1</b></p>		<p><b>INITIATE THE PROCESS - COMPLETE</b></p> <ul style="list-style-type: none"> <li>• Determine the undertaking</li> <li>• Identify the “Area of Potential Effect” (APE)</li> <li>• Coordinate with other reviews</li> <li>• Identify Consulting Parties</li> </ul> <p><i>Who is interested in historic properties in the project area?</i></p>
<p><b>2</b></p>		<p><b>IDENTIFY HISTORIC RESOURCES - ONGOING</b></p> <ul style="list-style-type: none"> <li>• Identify historic resources</li> <li>• Confirm the APE</li> <li>• Determine National Register eligibility</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Historic Properties Inventory (HPI) for public review</li> </ul> <p><i>What historic properties are present?</i></p>
<p><b>3</b></p>		<p><b>ASSESS IF ADVERSE EFFECTS - 2021</b></p> <ul style="list-style-type: none"> <li>• Apply criteria of adverse effects</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Assessment of Effects (AOE) for public review</li> </ul> <p><i>Are historic properties affected by the project?</i></p>
<p><b>4</b></p>		<p><b>RESOLVE ADVERSE EFFECTS (IF NEEDED) - 2022</b></p> <ul style="list-style-type: none"> <li>• Develop alternatives to avoid, minimize or mitigate adverse effects</li> <li>• Notify Advisory Council on Historic Preservation (ACHP)</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Memorandum of Agreement (MOA) for public comment</li> </ul> <p><i>Is there agreement or further discussion needed?</i></p>





## Section 106 Participants

- Federal Agencies
- Advisory Council on Historic Preservation
- Entitled Consulting Parties
  - Illinois Department of Transportation
  - Chicago Department of Transportation
  - State Historic Preservation Officer
  - Indian Tribes
  - Local Governments
- Invited Consulting Parties
  - Others with a demonstrated legal or economic interest, or concern about historic properties
- The Public

**The Consulting Parties list will be posted after the meeting at:**

**[northlakeshoredrive.org/Section106Process](http://northlakeshoredrive.org/Section106Process)**





## Role of a Consulting Party

- Participate in all consulting party meetings
- Share information and cultural context about historic resources within the project study area
- Provide comments on project documents at each milestone – either by formal letter or through feedback opportunities provided



## Consulting Party Member Status

- Invitations sent June 2020 (letter) and February 2021 (email)
- Joining us today are official Consulting Parties
  - The list of individuals/organizations who have accepted can be found online
- Anyone may request to become a Consulting Party at any time during the Section 106 process if they have a specified interest in historic impacts related to NLSD
- To register as an official Consulting Party:
  - Fill out the [official form](#) or request by email to [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org)
  - All requests will be reviewed and approved by FHWA



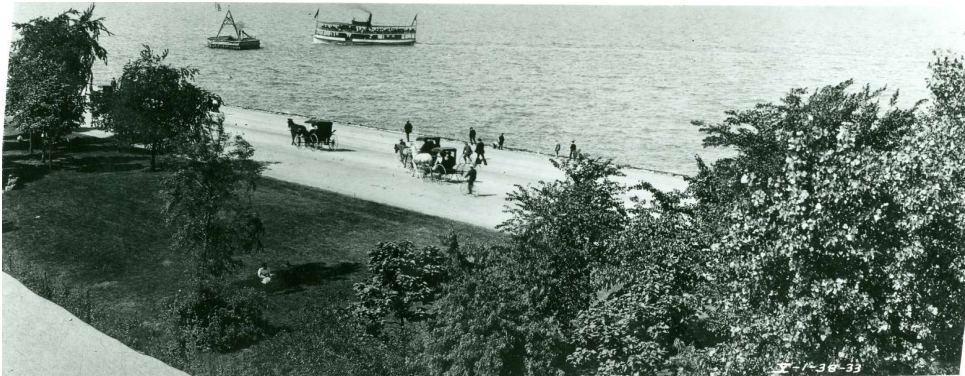


# History of Lake Shore Drive and Lincoln Park



## History of Lake Shore Drive & Lincoln Park

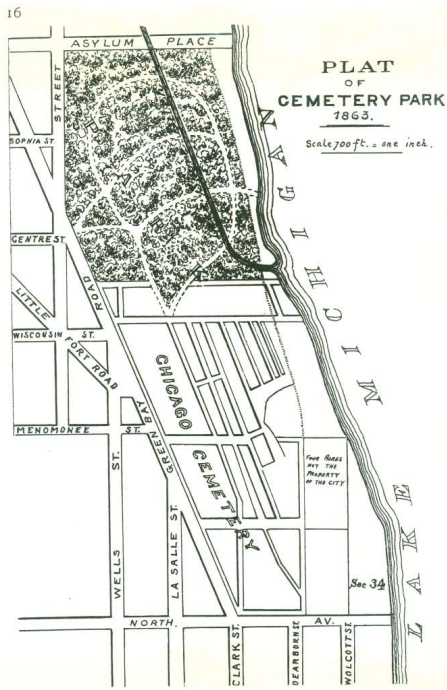
- Lakefront drive originally used by horses and carriages
- Increased use of automobiles created a need to separate recreation and commuter uses



Photos courtesy of the Chicago Park District Special Collection



# History of Lake Shore Drive & Lincoln Park



- Lincoln Park began as a small cemetery space, expanding to approximately 1,200 acres primarily created from landfill
- ‘Outer Drive’ built in stages



Photos courtesy of the Chicago Park District Special Collection

# History of Lake Shore Drive & Lincoln Park

## Northern extensions

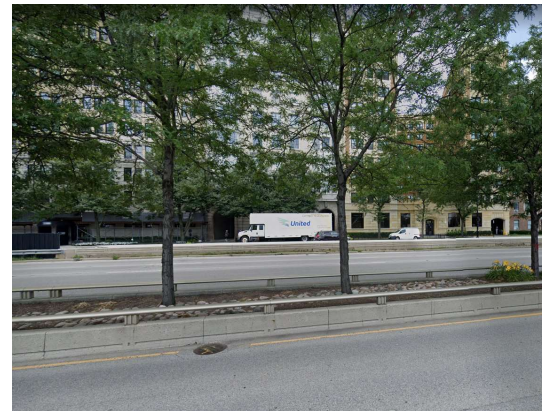
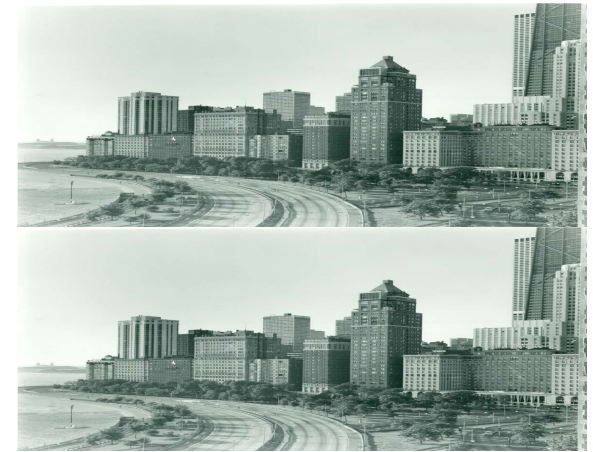
- Irving Park to Montrose – 1920's
- Montrose to Foster – 1930's
- Foster to Hollywood – 1950's



Photos courtesy of the  
Chicago Park District  
Special Collection

## History of Lake Shore Drive & Lincoln Park

- Oak Street Grade Separation
- Widening and grade separations between Irving Park Road and Lawrence Avenue
- 'S-curve' straightening; ramps to Illinois Street and Grand Avenue
- Reconstruction, resurfacing from Grand Avenue to Hollywood Avenue
- Installation of Chicago Barrier Walls



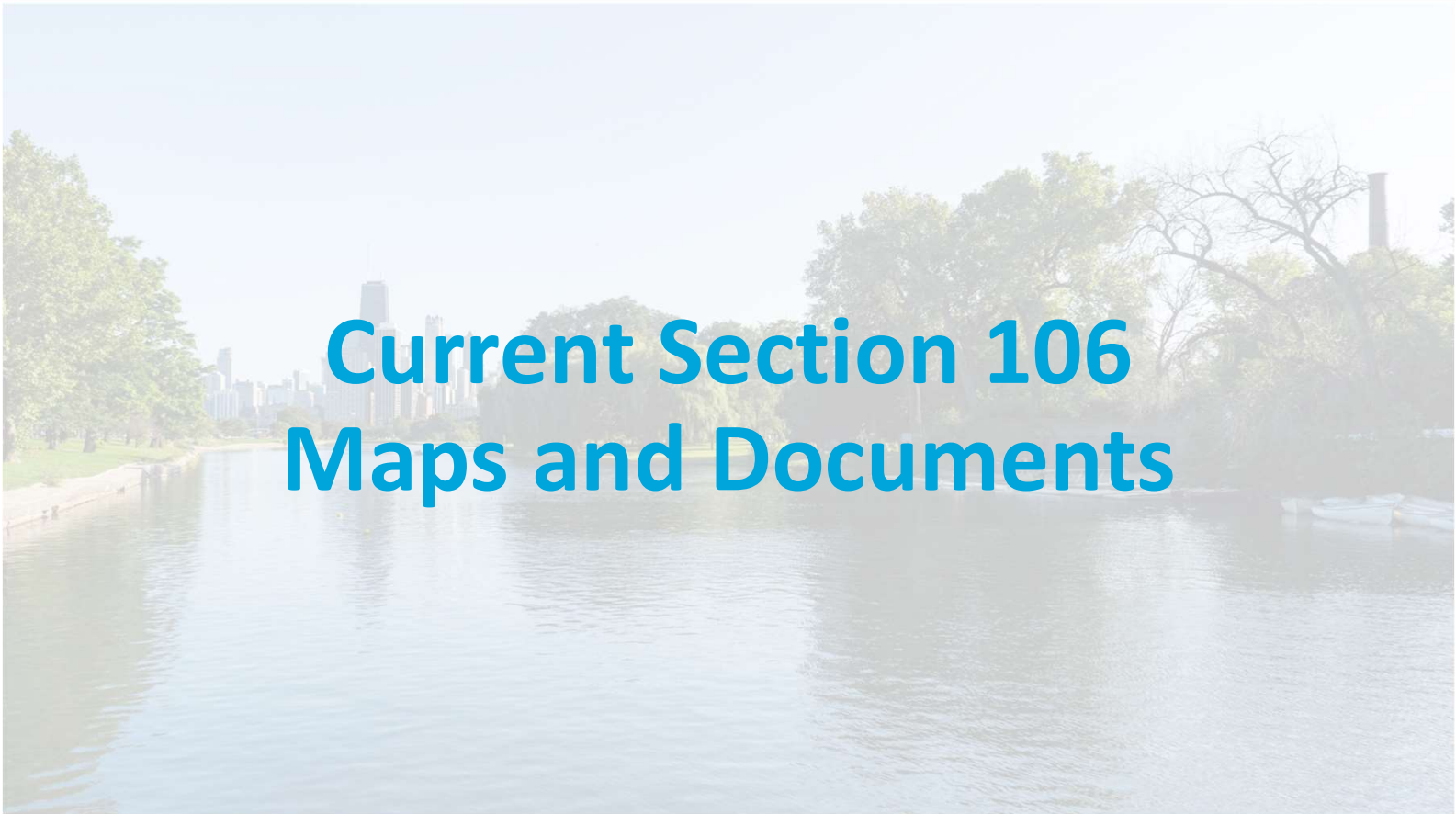
Photos courtesy  
of the Chicago  
Park District  
Special Collection



## History of Lake Shore Drive & Lincoln Park

- Lincoln Park was designated in the National Register of Historic Places (NRHP) in 1994.
  - Nomination described 81 contributing resources
  - Met Criteria A and C for listing
  - Significance conveyed for landscape architecture, architecture, social history, and entertainment/recreation





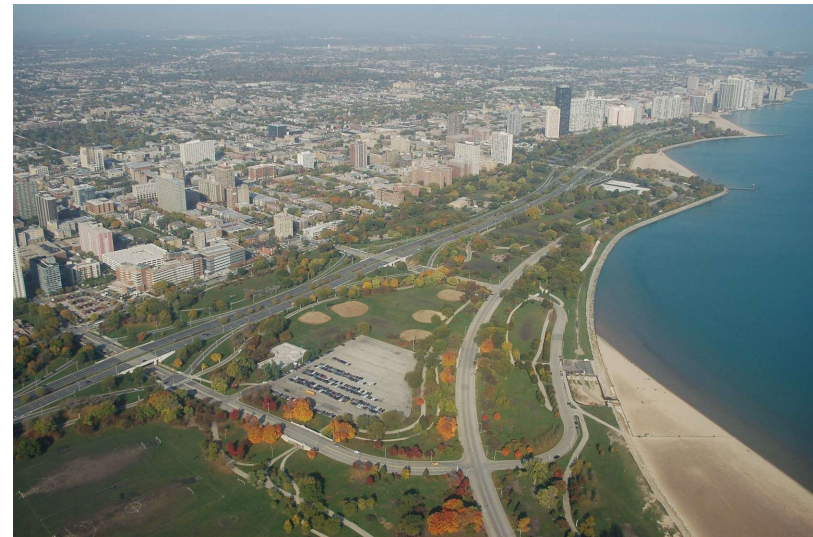
# Current Section 106 Maps and Documents



# Area of Potential Effects

The **Area of Potential Effects (APE)** is the geographic area where the project could potentially effect historic resources.

- The APE applies to both above and below ground historic resources
- There will be two separate APE maps covering:
  - Archaeology
  - Architecture



# Archaeology Survey

- Illinois State Archaeological Survey (ISAS) will conduct the archaeology survey to identify potential **underground** historic resources within the APE
- Archaeology work will focus on locations where there could be potential for ground disturbance
- Preliminary archaeology work will start in **late spring** and determine if further review by Consulting Parties or the public is needed





# Draft Architecture APE

- Delineated to consider the full range of effects that might occur:
  - Direct physical effects
  - Visual effects
  - Audible effects
- Property vantage points and structure heights considered for viewshed effects
- Reviewed by SHPO in 2017



# Draft Architecture APE

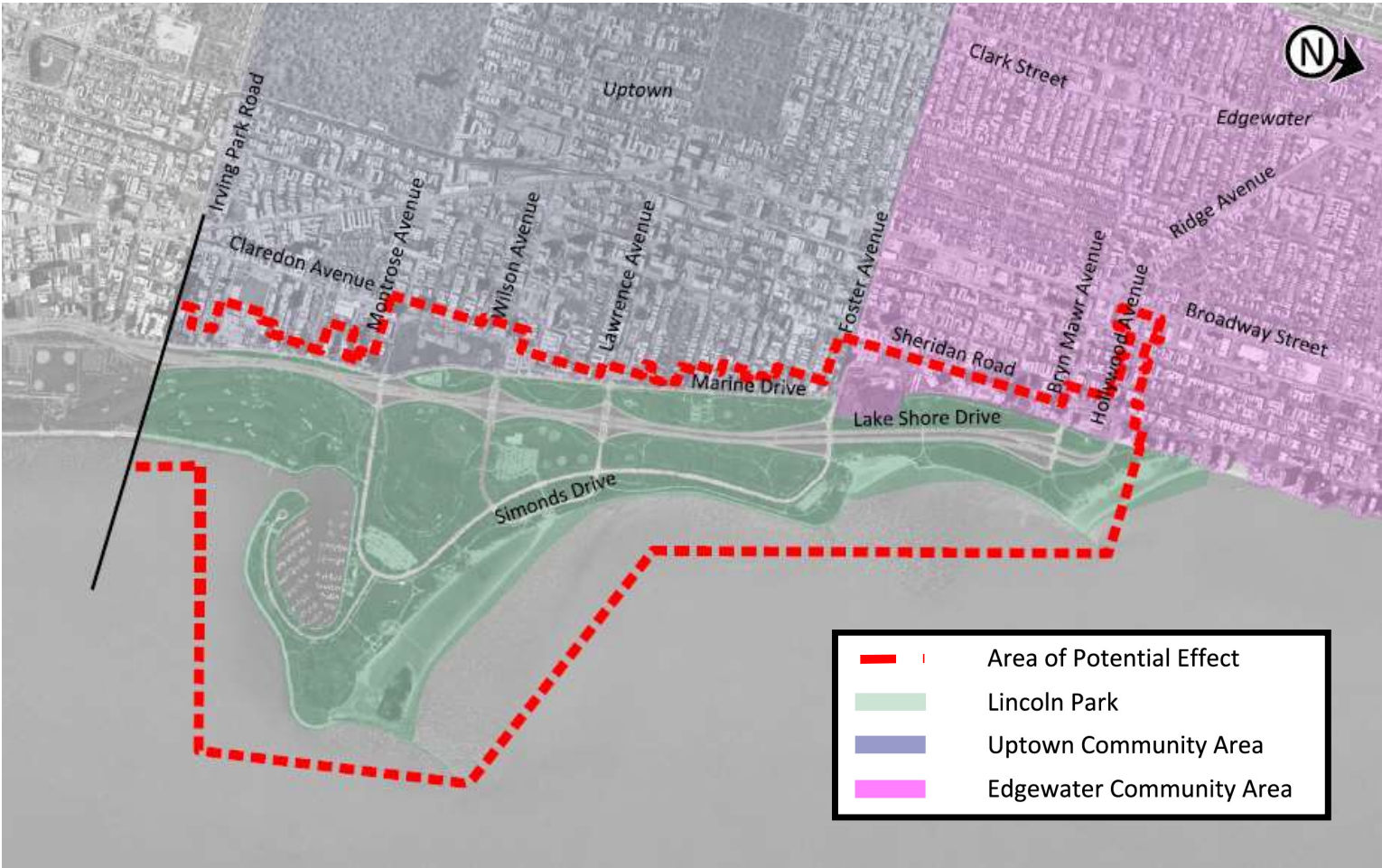


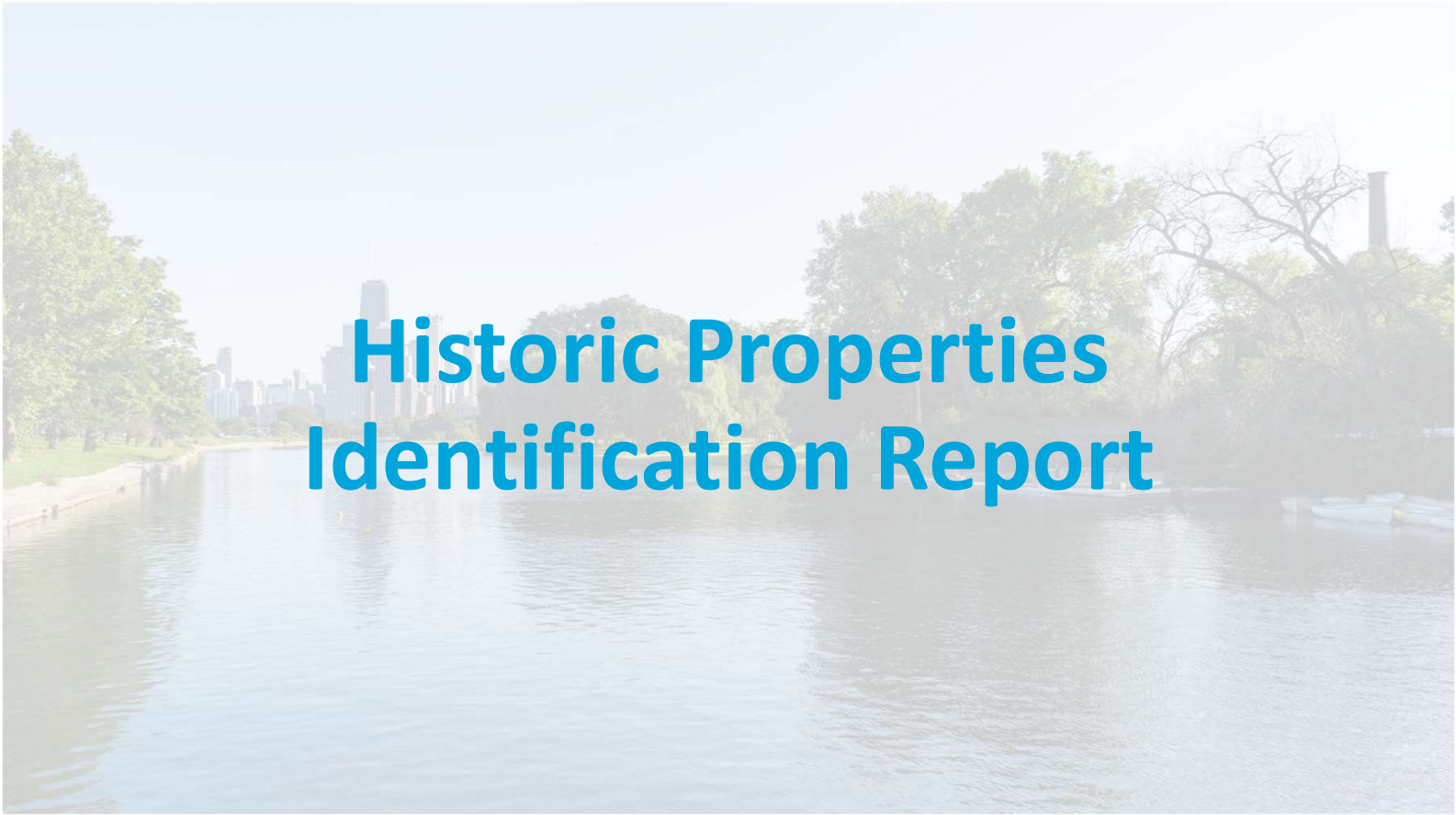
# Draft Architecture APE





# Draft Architecture APE



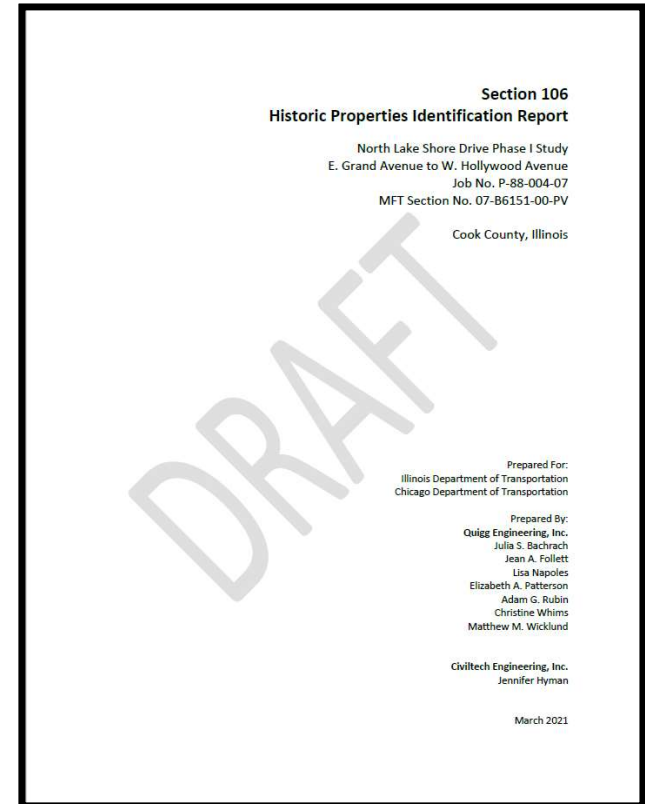


# Historic Properties Identification Report



# Historic Properties Identification Report

- Identification of **above-ground** historic resources to determine eligibility/listing on the NRHP
- Report contents
  - Survey methodology
  - Historic context statements
  - NRHP summary and recommendations



## Survey methodology

- Previously listed properties
  - Lincoln Park
  - 5 historic districts
  - 6 individually listed properties
  - 2 National Historic Landmarks
- Lincoln Park Period of Significance
  - NRHP Nomination: 1857 – 1944
  - NLSD HPI: 1857 – 1981
- Adjacent Community Area properties constructed 1981 or earlier



*For additional details, see HPI Report Methodology*



# Lincoln Park - Buildings



Carlson Cottage, 1888



Café Brauer, 1908



LP Zoo Lion House, 1912



Margate Fieldhouse, 1957



Farm in the Zoo, ca. 1965



Diversey Yacht Club, ca. 1970

# Lincoln Park - Structures



Grant Memorial Base, 1891



Simonds Dr. Underpass, 1936



Fullerton LSD Bridge, 1941



Passerelle, 1940



Stockton Drive Underpass, 1926



La Salle Drive LSD Bridge, 1941





# Lincoln Park - Monuments



Chess Pavilion Sculptures , 1957



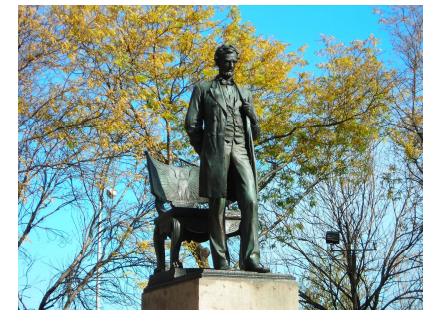
Hans Christian Andersen, 1896



Schiller Monument, 1886



Charitas, 1922



Standing Lincoln, 1887

# Lincoln Park - Landscape Features



Water Features including harbors, lagoons, ponds



Gardens



Plantings and Planting Designs



Materials and Walls



Circulation Roads & Paths



Berms, Sunken Panels & other Topographical Elements



Beaches







# Adjacent Properties



860-880 N. Lake  
Shore Drive  
*Near North*



Lake Shore  
Towers  
*Lakeview*



Aquitania  
*Uptown*



Edgewater Beach  
Apartments  
*Edgewater*

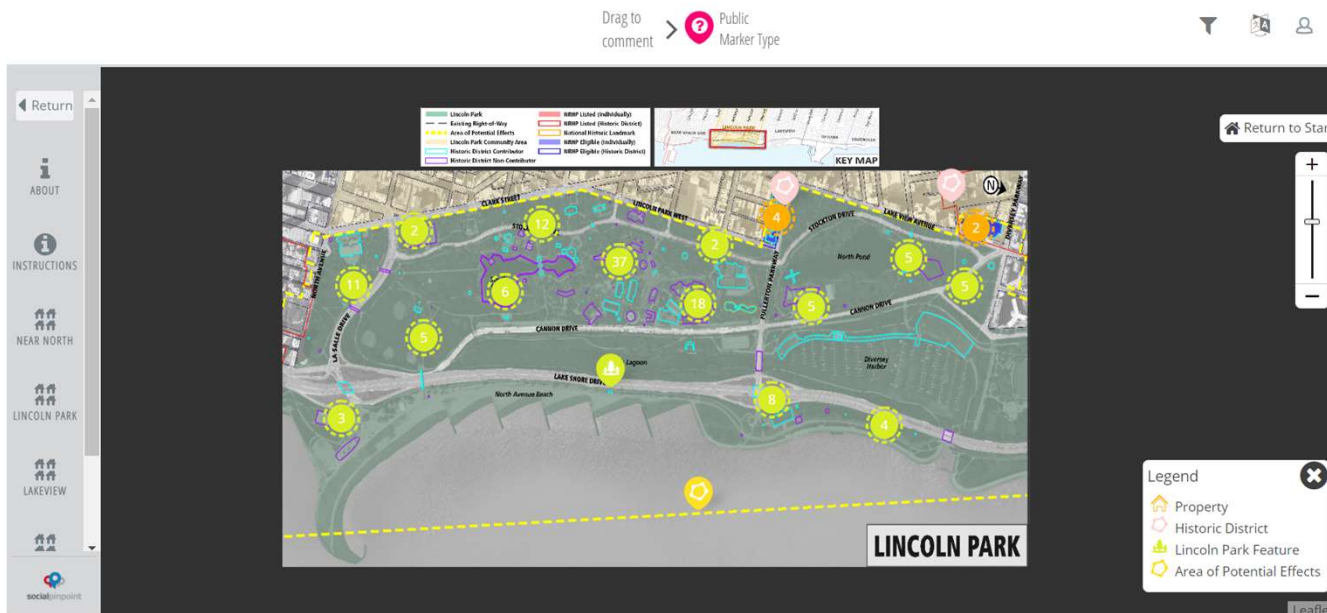




# Consulting Party Input



# Reviewing the HPI



- Please visit [northlakeshoredrive.org/Section106Process](http://northlakeshoredrive.org/Section106Process) to:
  - Access a link to the interactive map
  - Review the HPI report
- You may submit comments via formal letter emailed to [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org)





## Consulting Party Input

- Are there any questions regarding the Section 106 process?
- Or Federal Reviews in general?





## Consulting Party Input

- Are there additional historic features that should be considered and documented in the HPI?
- Is there anything to add to the historic descriptions already included?

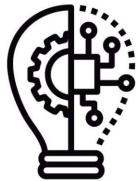







# Next Steps



# Section 106 Process

1		<p><b>INITIATE THE PROCESS - COMPLETE</b></p> <ul style="list-style-type: none"> <li>• Determine the undertaking</li> <li>• Identify the “Area of Potential Effect” (APE)</li> <li>• Coordinate with other reviews</li> <li>• Identify Consulting Parties</li> </ul> <p><i>Who is interested in historic properties in the project area?</i></p>
2		<p><b>IDENTIFY HISTORIC RESOURCES - ONGOING</b></p> <ul style="list-style-type: none"> <li>• Identify historic resources</li> <li>• Confirm the APE</li> <li>• Determine National Register eligibility</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Historic Properties Inventory (HPI) for public review</li> </ul> <p><i>What historic properties are present?</i></p>
3		<p><b>ASSESS IF ADVERSE EFFECTS - 2021</b></p> <ul style="list-style-type: none"> <li>• Apply criteria of adverse effects</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Assessment of Effects (AOE) for public review</li> </ul> <p><i>Are historic properties affected by the project?</i></p>
4		<p><b>RESOLVE ADVERSE EFFECTS (IF NEEDED) - 2022</b></p> <ul style="list-style-type: none"> <li>• Develop alternatives to avoid, minimize or mitigate adverse effects</li> <li>• Notify Advisory Council on Historic Preservation (ACHP)</li> <li>• Gather input from Consulting Parties</li> <li>• Publish Memorandum of Agreement (MOA) for public comment</li> </ul> <p><i>Is there agreement or further discussion needed?</i></p>

We are here



Up next



# Ways to Provide Input & Additional Information

## Provide input by May 3, 2021 via:

- Interactive Historic Properties Map
- Email: [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org)
- Formal letter – email a PDF or mail to:
  - North Lake Shore Drive
  - c/o Metro Strategies, Inc.
  - 17 N. State Street, Suite 850
  - Chicago, IL 60602
- The next Section 106 meeting dates will be posted online and emailed to you once confirmed





**Thank you for your participation!**





**Chat Pod Transcript**

**Consulting Party Meeting #1 (04/19/2021)**  
Chat Pod Transcript

Time	Sender	Text
13:04:02	From Melanie Eckner :	Melanie Eckner, Clarendon Park Advisory Council
13:04:06	From Ward Miller :	Ward Miller, Preservation Chicago
13:04:11	From Julia Bachrach :	Julia Bachrach, Civiltech Inc
13:04:19	From Kandalyn Hahn :	Kandalyn Hahn/Chicago Dept. of Planning & Development (Historic Preservation Division)
13:04:20	From Rita Baker :	Rita Baker SHPO
13:04:23	From Nathan Roseberry :	Nathan Roseberry - CDOT
13:05:07	From Abigail Johnston :	Abigail Johnston, Friends of the Parks
13:05:24	From Mary Lu Seidel :	Mary Lu Seidel, Preservation Chicago
13:06:10	From Willa Lang :	Willa Lang Chicago Parks Foundation
13:24:38	From Mary Lu Seidel :	Hans Christian AndersEn
13:28:16	From Bonnie McDonald :	Abby, is this also going to go through a Section 4f process?
13:28:26	From Mary Lu Seidel :	Thanks. As a proud Dane (whose maiden name is Andersen), I couldn't help myself!
13:34:48	From Willa Lang :	I don't see the historic Lincoln Park Boat House since 1910 included in this presentation, but think its been accommodated and also breaking ground on the AIDS Garden Chicago project with the 30' Haring sculpture near Belmont Harbor this spring
13:40:10	From Mary Lu Seidel :	Thanks, Bonnie. Excellent comments.
13:40:45	From Deborah Gershbein :	There are many older historic residential buildings located on LSD in the Near North community, Streeterville, that need to be considered that have not been identified. These need to be taken into consideration as well.
13:41:08	From Doug Widener :	It looks like North Pond isn't specifically identified in the Park, although it dates back to the 1880's. Is that due to the fact that the entire park is already listed?
13:41:24	From Bonnie McDonald :	Thank you, Mary Lu.
13:43:03	From Robert Remer :	The underpass murals at Foster and Bryn Mawr should be preserved and added to the list, in case I missed them.
13:43:20	From Kandalyn Hahn :	Abby, Appendix K provided a narrative overview of the scope of work. Where can one find the "geometry" of the five alternatives that have been focused on?

**Consulting Party Meeting #1 (04/19/2021)**  
Chat Pod Transcript

Time	Sender	Text
13:44:25	From Sarah White :	Just a heads-up, the Haring sculpture has been installed - I believe we identified it as a feature in the HPI, but will double-check.
13:44:58	From Robert Remer :	The boundary at the terminus should be extended to the western side of Broadway.
13:45:14	From Doug Widener :	thank you!
13:46:19	From Elli Cosky :	<a href="https://www.nlsdinput.org/">https://www.nlsdinput.org/</a>
13:47:25	From Elli Cosky :	<a href="https://northlakeshoredrive.org/section106process.html">https://northlakeshoredrive.org/section106process.html</a>
13:48:44	From Melanie Eckner :	The response date is less than 2 weeks away. Is this a firm requirement?

## **Verbal Comments During Meeting**

**Consulting Party Meeting #1 (04/19/2021)**  
 Verbal Comments Received During Meeting

First Name	Last Name	Group	Comment/Question
Robert	Remer	Edgewater Historical Society	At some point, I've got several things I want to say about the potential impact on Edgewater. So my question really at this point is, how significant will the input documentation be in terms of how the project is ultimately engineered and implemented?
Robert	Remer	Edgewater Historical Society	I just wanted to say how great the reports are, that inventory is astoundingly good.
Ward	Miller	Preservation Chicago	<p>We are very concerned with the overall impacts on the Drive and of the view shed features and characteristics boulevard features that are going to be perhaps impacted by straightening, widening, some landfill, some tunnels, and also the impact on the historic character of not only the Drive but the whole area around it, so the area potential effect.</p> <p>We're coming into this with a lot of different feelings which we wanted to share with you. We are concerned about the heavy-handedness and the highway standards that may be implemented here. But also the historic bridges that you have outlined here and not to lose those in perspective. We are very concerned about some of the tunneling that was suggested for some of the stretches between Navy Pier and Oak Street. But we're also very worried about the impact on E. Lake Shore Dr., a the landmark district. So many of these buildings that front of Lake Shore Drive.</p> <p>I didn't get a chance to review the inventory list but I am hoping that it extends to the Lincoln Park Conservatory, the former Academy of Sciences. I saw chess pavilion sculptures but I didnt see the chess pavilion itself. Which I think is an important component, really a beautiful structure. And buildings like the Chicago history museum, which we know are not going to go anywhere but hoping that that's all included as well as all the buildings along Lake Shore Drive and fronting the park are included. We wanted to look at that a little bit more.</p> <p>I just wanted to express our overall concern with project and turning Lake Shore Drive into more of a highway or interstate. Which we don't want to see happen.</p> <p>Also, keep in mind that the north avenue beach house I know was reconstructed but was reconstructed from original plans when it was moved 15-20 years ago. So how do we consider the beach house at North Avenue? Do we consider it a historic property since it was reconstructed from original plans and moved? But the original building was demolished?</p> <p>And of course the passarelle bridge as we refer to it was a Chicago 7 most endangered in years past. Just so you are aware, our Chicago 7 most endangered is the Chicago lakefront realizing the impacts of so many things, also including North Lake Shore Drive and its reconstruction and reformatting. Want you to know that we are extremely concerned at every level. I just wanted to share those overall, broadening concerns will all of you, I know you are all familiar with that. But we are extremely concerned about the reconfiguration and reconstruction.</p> <p>And we feel that sometimes added capacity, which this may have, and tolls, and may impact Lake Shore Drive and bring actually more traffic perhaps in one case scenario. And then the toll feature is a little disturbing because we feel the lakefront should be "forever open free and clear". Free meaning alot of things but in this case, it seems like tolls could substantially impact access in some way shape or form. We want to be conscientious here and we want to help to get you to that place so we are here to assist, we want you to know. But really want to improve some of the things we have been seeing so far.</p>
Bonnie	McDonald	Landmarks Illinois	I wanted to bring up actually I thought I would bring that question up for everyone so they could have the benefit of hearing your response. Because the question I think here is whether the Section 4(f) is going to be concurrent or if it is going to be sequential. Because we're considering, I presume the APE is going to be used for the Section 4(f) process, is that right?

**Consulting Party Meeting #1 (04/19/2021)**  
 Verbal Comments Received During Meeting

First Name	Last Name	Group	Comment/Question
Bonnie	McDonald	Landmarks Illinois	For others on the call, what I am referring to is the federal historic transportation act, Section 4(f), which actually has more powerful language to provide for historic resources. Because in that language it states that unless there is no prudent and feasible alternative to demolition that the project cannot go forward. So I have been participating, Nathan, as you know in the Task Force process now for 6 or 7 years, however long it has been going on. And trying to raise these issues that of course, we agree in most cases with what Ward Miller just brought up. So I'm Bonnie McDonald, President and CEO of Landmarks IL. So our concern here is ensuring that we dont get ahead of ourselves with the design process because if this is happening concurrently, I know that the Task Force process is starting to wind down to its preferred alternative. and we dont want to get to the one preferred alternative and find out the Section 4(f) is going to obviously prevent that alternative from going forward. So the preservationists who have been part of the Task Force like myself and Ward have been calling attention to the passerelle bridge, Lincoln Park itself, and the fact that especially the proposed removal or repositioning of the passerelle bring might have an impact through Section 4f but also the off ramps that have been proposed in several of the alternatives would eat into Lincoln Park so i also have concerns in that regard. So I just wanted to bring this up to make sure we understood the sequencing of 106 and 4f very clearly and how the public can participate in both of those processes. so if you can comment, Nathan or Abby, just regard to how these are juxtaposed with getting to the final preferred alternative, that will be helpful.
Willa	Lang	Chicago Parks Foundation	(Regarding the AIDS garden) Would you need any kind of documentation or construction plans to be able to assess how you would include it, the plan is to break ground this spring.
Willa	Lang	Chicago Parks Foundation	(Regarding the POS) and that cutoff date is '81, right?



## **Comments Received Following Meeting**



May 1, 2021

To: North Lake Shore Drive Project

From: Clarendon Park Advisory Council

Re. Comments in response to the initial Section 106 meeting, April 19, 2021

For our comments regarding the Section 106 meeting on Apr. 19, 2021, we will focus on the Uptown area of the HPI. We are happy to provide additional documentation, both current and historical, as needed. Thank you in advance for your response to the recommendations below.

The HPI document is a remarkable informational resource and will be a history-making document in and of itself, also for future generations. We recommend that the North Lake Shore Drive Project team pursue the following items in relation to the Area of Potential Impact.

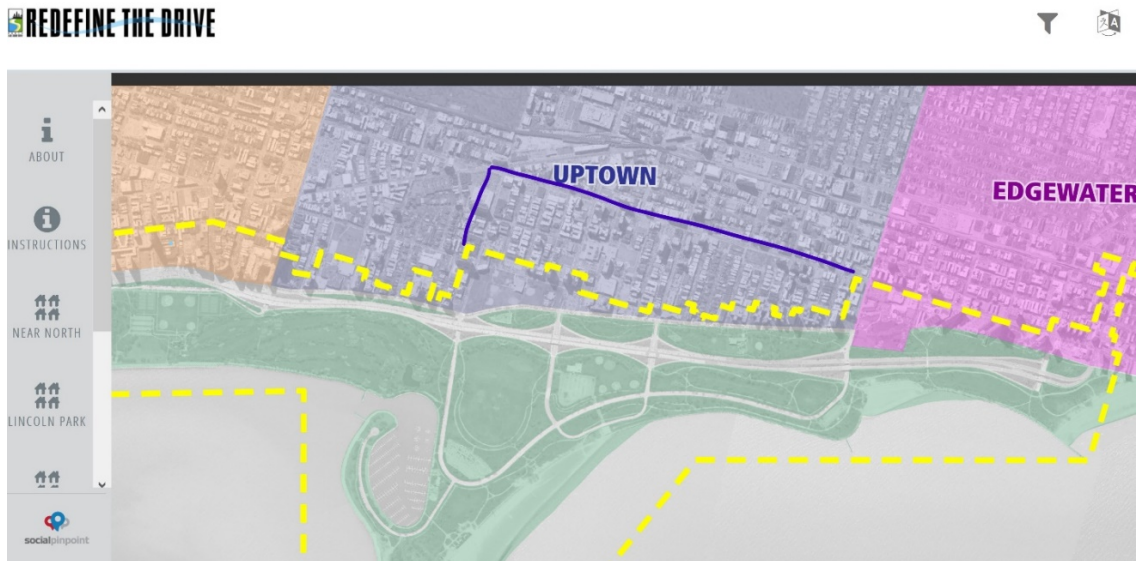
**1. Update the Clarendon Park Community Center entry in the HPI**

Clarendon Park Community Center will undergo renovation starting in autumn 2021/winter 2022 with an additional \$6.9 million from the Wilson Yard TIF district and \$1.6 million from the Chicago Park District.

As suggested in the HPI survey documents for the Uptown area, Clarendon Municipal Bathing Beach was the prominent proof of concept for Chicago's "Reclamation of the Lake Front for the People" as championed in the early 20th century by diverse entities and individuals, including the Chicago Plan Commission and its chairman, Charles Wacker. Clarendon Beach was promoted as a generous municipal offering for public "health and happiness" and as an unparalleled civic achievement in tandem with the Municipal Pier ("The People's Pier") of the same era. Clarendon Beach was a key destination in travel guides and transit posters that appeared in national print mentions and in features such as *National Geographic's* 1919 article on Chicago as an economic and cultural powerhouse. The facility's role as a community center predates the Chicago Park District; the facility opened as a winter "community center" on Sept. 24, 1917.

Local advocacy for the creation of the Clarendon Beach municipal facility came from owners and residents on the east side of the current Uptown neighborhood. Centered around the business district at Wilson and Sheridan, the "East Sheridan Park Protective and Improvement Association" coalesced to protest permits to private beach operations and support a municipal facility, including through a petition drive and legal challenges. Historic buildings of this formative period exist along the original coastline, many within viewing distance of modern-day Lincoln Park and Lake Shore Drive.

2. Expand the Area of Potential Effect (APE) west to Sheridan Rd (W) to evaluate historic properties bounded by the Montrose (S) and Foster (N), especially in the area delineated by a purple line below.



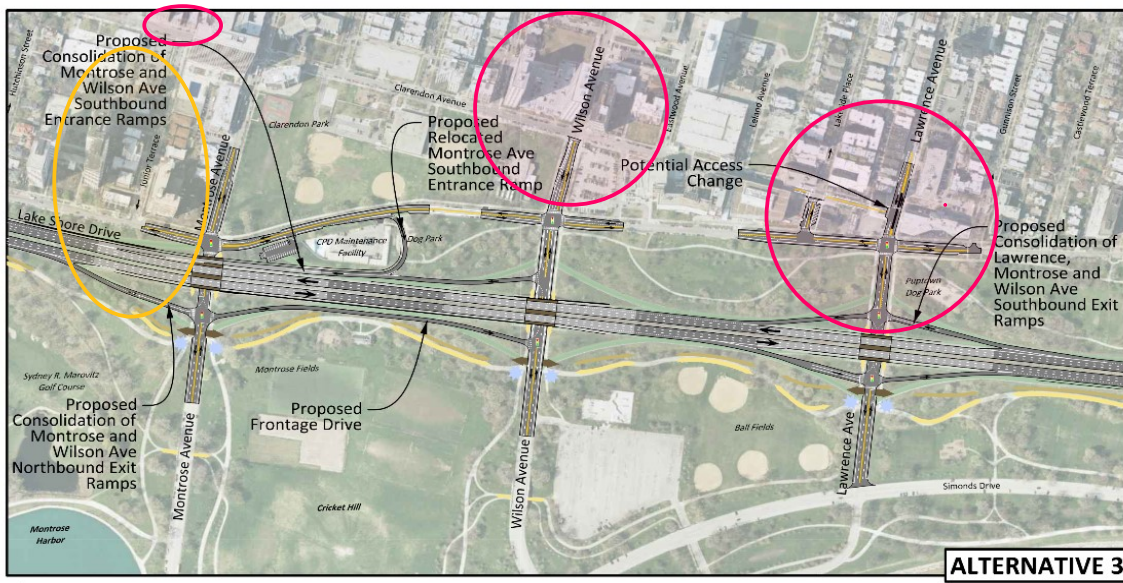
We emphasize the need to focus on historic properties and park in locations next to and inland from points where the NLSD Project has shown proposals that close, combine, or add new on/off ramps (Wilson, Montrose); expand travel lanes (Lakeside, Lawrence, Gunnison, Marine); alter the edge of Lincoln Park west of LSD (Foster and Marine); and change access points west of or widen roads east of LSD in the park (Lawrence).

Residential buildings in the Uptown area along the original coastline were oriented north-south in long blocks roughly perpendicular to the coast. When the Uptown peninsula was built during in the WPA/PWA project of the 1930s, residential streets that had historically ended at the Lake became feeder streets to the new Lake Shore Drive. Owing to these changed site dynamics, many low-rise historic residential buildings today front onto narrow, high-capacity arterials, often with minimal parkways and subject to safety and structural concerns as well as human health and aesthetic impacts.

The HPI documents similar low-rise historic properties along Montrose in the area circled in gold in “Alternative 3” (page 3). CPAC proposes close evaluation of low-rise historical buildings near similar proposed changes, including those circled in pink below in “Alternative 3,” as follows:

- 4344 N CLARENDON AVE, PIN 14-17-407-025-0000
- 826 W WILSON AVE, PIN 14-17-215-018-0000
- 811 W EASTWOOD AVE, PIN 14-17-215-029-1001 (multiple PINs)
- 804 W LAKESIDE PLACE, PIN 14-17-205-046-1001 (multiple PINs)

809 W LAWRENCE AVE, PIN 14-17-205-048-0000 (multiple PINs)  
 811 W. LAWRENCE AVE, PIN 14172050631001 (multiple PINs)  
 817 W LAWRENCE AVE, PIN 14172050561001 (multiple PINs)  
 819 W LAWRENCE AVE, PIN 14-17-205-019-0000  
 823 W LAWRENCE AVE, PIN 14-17-205-018-0000



**3. Augment information about historical landscape design features and any current proposals for all non-motorized features of the North Lake Shore Drive Project.**

CPAC found it difficult to reflect on the following based on information offered to date:

- A) Impacts on historic paths and buildings from plan to add a new frontage road and new on/off ramps directly east of Clarendon Park in Lincoln Park;
- B) Pedestrian, bike, and bus connectivity, paths, and circulation in general, both within historic Lincoln and Clarendon Parks and in relation to the Uptown community;
- C) Elevations, materials, and plantings in and approaching Lincoln Park, Clarendon Park, and along the coast.

Finally, we would like to highlight two modern developments in the Uptown peninsula that speak strongly to historical context and events and that are deserving of careful consideration and protection going forward:

- Globally rare Great Lakes habitat and wildlife including rare migratory birds have emerged at Montrose Beach Dunes and Montrose Point Bird Sanctuary. These special habitats, advanced by the Chicago Park District and other stewards following natural occurrences, argue for the demonstrated ecological success of the designed landform of the historic Lincoln Park Extension peninsula and of historic planting plans, named in the

existing Lincoln Park National Register listing, that have informed ongoing habitat work in the peninsula. These developments and historic documents offer valuable technical guidance for future treatments for erosion and environmental improvement in the current NLSD project, both in the Uptown area and in other parts of the project.

- Located in the Foster Ave underpass and dedicated in 2009, the public artwork “Indian Land Dancing” (dedicated 2009) is an extensive direct-application mosaic designed and created in collaboration with the indigenous peoples of Chicago and the Edgewater community. Protection and restoration, including of original in situ features, of this culturally significant, site-specific artwork merit careful study, plans, and funding.

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**From:** General NLSD Signature <info@northlakeshoredrive.org>  
**Sent:** Tuesday, May 4, 2021 9:23 AM  
**To:** Kyle Duff  
**Subject:** Fwd: North Lake Shore Drive - Sec. 106 Comments from Consulting Organization-Edgewater Historical Society

----- Original Message -----

**Subject:** North Lake Shore Drive - Sec. 106 Comments from Consulting Organization- Edgewater Historical Society  
**Date:** 2021-05-03 4:32 pm  
**From:** Bob Remer [REDACTED]  
**To:** "info@northlakeshoredrive.org" <info@northlakeshoredrive.org>

To: North Lakeshore Drive Project Team

The Edgewater Historical Society and Museum has a number of concerns about how this project could impact the community. Of immediate concern is the NLSD terminus boundaries for the historic survey that ends in Edgewater. We think the northern terminus boundary should be expanded.

There are dire potential consequences for economic and community development that could result from the project. We desire to maintain the historic integrity of a prosperous Edgewater which your survey so correctly reports is a fundamental reason why people live in our community.

We are also greatly concerned about the preservation of significant community art incorporated in the underpasses. Due to their date of installation, they are considered "non-conforming". We believe, they nevertheless should be eligible for historic protection.

Below is a statement we are drafting for public dissemination in Edgewater. We think it fairly represents many of our community's concerns that we think should be considered as part of your Sec. 106 review.

Please let us know if these recommendations will be considered. We would be glad to discuss this further. Thank you for all you are doing.

Robert Remer  
President  
Edgewater Historical Society and Museum

Issues to Be Considered in the North Lake Shore Drive Project – Relating to Edgewater

Chicago, with the State of Illinois, is engaged in a long term federally funded project, planning major enhancements to North Lake Shore Drive (NLSD) that will affect traffic flow, the parks, the adjacent communities, and the environment. The planning phases have arrived at a few alternative configurations of bus and auto traffic to be presented for further public input. As national proposals for infrastructure funding heat up, this project's likelihood comes nearer, warranting closer attention by the neighborhoods impacted. In the long term this could affect our historical identity, local commerce, and pedestrian traffic



patterns. The community's desire to revitalize the Broadway commercial district and to make it more pedestrian friendly could be in jeopardy.

The Edgewater Historical Society was invited to participate as a Consulting Organization to review the reports of the Phase 1 Study Section 106 Process and the draft Historic Properties Identification Report (HPI) and related study tools and maps.

The report does an excellent job of describing Edgewater's history, identifying and documenting properties that lie within the project's impact boundaries. The report acknowledges the attractive historic nature of Edgewater, its National Historic Districts, National Historic Registry buildings, and references to Edgewater's historic role as a major "Motor Row" in the 1920s. This report becomes the basis for evaluating the proposed project improvements to NLSD if negatively impacting those historic properties or elements.

The borders of the Edgewater impact area include all of Lincoln Park, Hollywood west from NLSD to the east side of Broadway, Foster west of LSD to Sheridan, the east side of Sheridan from Foster to Bryn Mawr, then both sides of Sheridan from Bryn Mawr to Hollywood. Buildings, art work, bridges, etc. built after 1980 are not eligible to be considered impacted on historic grounds, should objections be raised to the final plans. Although there may be other means for the public to object or comment. The project has engaged many citizens over the last several years. Documents for this phase will soon be available on line for the public to review. The general project website is <https://northlakeshoredrive.org/>.

Community concern about the high volume of traffic already flowing through Edgewater was the impetus for a special Northern Terminus Traffic Study. It will review current and future traffic pattern through Edgewater within the boundaries of Foster to Broadway to Ridge to Clark to Devon to Sheridan. Alderman Osterman (48) has been instrumental in making sure:

...the NNTS will identify and evaluate potential improvement strategies to better direct and control traffic flows and analyze the impact of each of these strategies on all users as well as on the neighborhood as a whole...for pedestrians...bike traffic, etc.

#### Our Job Ahead – Some Specific Issues

There is much for the Edgewater Historical Society and other local stakeholders to consider as this project moves forward. Providing feedback to the Alderman and the public agencies is at the top of the list. Here are some issues that come to mind in context of the release of the Historic Properties Report.

\* What could future traffic patterns do to the historic character of Edgewater? The Alderman and other public officials will be looking for feedback on alternative traffic patterns. How will it impact the Bryn Mawr Historic District which already carries a great deal of the inbound and outbound NLSD traffic? Would alternative traffic impact the other two historic districts in Edgewater (i.e. Lakewood-Balmoral and Andersonville.)? What about other historic neighborhoods in the community?

\* Resulting traffic volume and engineering on Broadway can make or break efforts to revitalize retail investments and pedestrian traffic.

The sidewalks are wide enough to handle many more pedestrians and sidewalk dining. The historic architecture reminiscent of Motor Row offer attractive opportunities, subject to traffic volumes and speeds.

\* The city should extend the impact border to the west side of Broadway, at Hollywood, to include the properties at 5656 and 5710 N.

Broadway. It currently stops at the east side of that intersection. The two buildings are the key visual recognition corners for traffic coming into Edgewater. They are both contributing buildings to Edgewater's Motor Row and can visually connect the Broadway strips north and south of there. Commercial revival of Broadway may depend on successfully promoting the development potential using the Motor Row historic theme.

Maintaining the historic appearance of this and the Broadway/Ridge intersections are crucial. This is a priority of the Edgewater Historical Society.

\* Threatened Murals. Pedestrian access to Lake Michigan and Lincoln Park has historically been among the perquisites of living in Edgewater, which, but for the lake, is extremely “park poor” for its density. There are only three underpasses (south of Hollywood) for residents to get to the park and the lake. The bricolage murals and bridges at Foster and Bryn Mawr are considered “non-conforming” thus not protected for their historic significance. The bridges may have to be reconstructed, threatening both murals (major community projects that tell the history of Edgewater); their loss would be enormous. The community must seek other avenues to save these pieces of art. The underpass at Berwyn is “conforming”, but the companion “Welcome to Edgewater” mural may not be protected.

We urge Edgewater residents to get involved in examining the planning documents that are coming out of this project, and to express their opinions and suggestions to the Alderman and the appropriate agencies. Edgewater’s historic character is a major reason people come to or stay in our community. Let’s keep it that way.

Sincerely,

NLSD Project Team

For additional project information, please visit the project website at:  
[www.northlakeshoredrive.org](http://www.northlakeshoredrive.org).



May 3, 2021

North Lake Shore Drive  
c/o Metro Strategies Inc.  
17 N. State St., Suite 850  
Chicago, IL 60602

Dear North Lake Shore Drive: Redefine the Drive Project Team,

Friends of the Parks (FOTP) has been involved in the *North Lake Shore Drive: Redefine the Drive* project coordinated by the Chicago Department of Transportation, the Illinois Department of Transportation, the Chicago Transit Authority, and the Chicago Park District since 2013. FOTP believes that our lakefront should be “open, clear, and free” and that the Lake Shore Drive should be a scenic boulevard as Chicago planner and visionary, Daniel Burnham, intended it to be. Therefore, although this is a transportation project, we also see it as an opportunity to reimagine a lakefront for all Chicagoans and honor the original historical intent of Lake Shore Drive.


As we’ve previously stated, the environmental conditions along the North Lake Shore Drive corridor have changed since this project commenced. Lakeshore erosion is increasing along with the severity and frequency of storms, so this project must be placed within a larger context of comprehensive planning for erosion all along Chicago’s lakeshore. Furthermore, this year Preservation Chicago listed the entire Chicago lakefront on their annual “7 Most Endangered Places” list, due to water filling resident’s basements and shorelines being battered, so much so that beaches and parks are being eaten up by the lake. Given this urgency, an opportunity like NLS: Redefine the Drive calls for a much larger examination of the historical and structural integrity of North Lake Shore Drive to ensure that any changes made will be sustainable in the long-term and will also honor that the lakefront should be accessible to and for all Chicagoans.

We support improvements made to the North Lake Shore Drive corridor for enhanced car and public transit flow, safety, and pedestrian and public transit access to parks. But, historically, Lake Shore Drive was never meant to be a high speed highway, it was meant to be a scenic

drive along the boulevard, so we urge the project team to make project design choices that honor that such as avoiding tunnels, viaducts, and tollways.

FOTP appreciates this opportunity to comment on the Section 106 process for the North Lake Shore Drive: Redefine the Drive project and are available for further input if needed.

Sincerely,

A handwritten signature in black ink that reads "Juanita Irizarry". The signature is written in a cursive, flowing style.

Juanita Irizarry  
Executive Director

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**From:** White, Sarah [REDACTED]  
**Sent:** Tuesday, May 25, 2021 12:23 PM  
**To:** Jennifer M. Hyman, P.E. [REDACTED]  
**Cc:** Roseberry, Nathan [REDACTED]; Amanda L. Kleinwachter, P.E.  
[REDACTED]; Mary L. Young, P.E., PTOE [REDACTED];  
info@northlakeshoredrive.org; Taylor, Clem [REDACTED]  
**Subject:** RE: NLSD - Section 106 CPD Comments

Thanks, Jennifer. Sorry, I missed the end of last week deadline. APE comment is listed below, and the [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org) is copied here.

<p>What would cause the APE to change? Why does the current APE exclude the end of the North Avenue Beach hook pier and the Montrose hook pier?</p>	<p>The APE can change based on consultations with Consulting Parties and historic resource agencies. The APE limits within Lake Michigan were established as offsets from the shoreline; the North Avenue Beach pier and Belmont Harbor piers were not intentionally excluded. The APE is intended to encompass the entirety of Lincoln Park; a future modification of the APE boundary to include these features is possible.</p> <p><i>Update: Changes to the APE boundary will need to be formally documented as part of the Draft HPI review. We would request the CPD submit suggested revisions to the APE boundary as part of the comment period for the Draft HPI to include in our project record.</i></p>
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## **Meeting Summary**





## REDEFINE THE DRIVE

### Section 106 Consulting Parties Meeting #1 Comprehensive Summary

On April 19, 2021, the North Lake Shore Drive project team held the first Consulting Parties meeting as a part of the Section 106 process for compliance with the National Historic Preservation Act (NHPA). This meeting was held virtually through the online webinar platform, Zoom, to respect current public health and safety guidance related to the COVID-19 pandemic. The meeting was held from 1 p.m. to 3 p.m.

The meeting began with an overview of the federal reviews being conducted as a part of the study followed by a more in-depth examination of the Section 106 process and the expected role of the attending Consulting Parties. The project team then provided an overview history of Lake Shore Drive and Lincoln Park.

The project team moved to discussing maps of the draft Area of Potential Effects (APE) limits and historic resources evaluated in the draft Historic Properties Identification (HPI) report. An overview of the contents within the draft HPI was also provided. The Consulting Parties were requested to provide input on the draft APE and draft HPI during the meeting and were given the opportunity to provide comments after the meeting. The Consulting Parties were then provided information on the various ways to provide input on the draft APE and HPI and the next steps as a part of the Section 106 Process.

The meeting included an opportunity for active participation where Consulting Parties were encouraged to provide input using the Zoom chat function or verbally. There was one designated question-and-answer period following the presentation during which the project team directly responded to Consulting Party members' feedback.

Total Consulting Parties Attendance – 16

#### Consulting Parties in attendance:

- Sarah White, Chicago Park District (CPD)
- Willa Lang, Chicago Parks Foundation
- Jennifer Henry, Chicago Transit Authority (CTA)
- Katharine Boyda, Clarendon Park Advisory Council
- Melanie Eckner, Clarendon Park Advisory Council
- Kandalyn Hahn, City of Chicago – Department of Development, Historic Preservation Division
- Robert Remer, Edgewater Historical Society and Museum
- Juanita Irizarry, Friends of the Parks

- Abigail Johnston, Friends of the Parks
- Rita Baker, Illinois State Historic Preservation Office (SHPO)
- Carol (CJ) Wallace, Illinois State Historic Preservation Office (SHPO)
- Bonnie McDonald, Landmarks Illinois
- Doug Widner, Lincoln Park Conservancy
- Ward Miller, Preservation Chicago
- Mary Lu Seidel, Preservation Chicago
- Deborah Gershbein, Streeterville Organization of Active Residents (SOAR)

Other Agency Attendees:

- Matt Fuller, Federal Highway Administration (FHWA)

## **Consulting Parties Meeting #1 Feedback Summary**

Feedback was received from Consulting Parties during the meeting through the chat function and verbally within the question-and-answer period. The project team received 16 comments during the meeting. Consulting Parties were requested to provide comments by May 3, 2021 to be included in the official comment record for the meeting. Four written comments were submitted to the project team email address following the meeting. A summary of the input received during and after the meeting are provided below.

### Chatted and Verbal Discussion (in-meeting):

- Consulting Parties expressed concerns for the potential impacts to historic features that may result from the project implementation. Specific concerns noted include:
  - Impacts to viewsheds.
  - A desire for the Drive to maintain its boulevard-like features.
  - Concerns with tunneling the Outer Drive between Navy Pier and Oak Street.
  - Concerns with tolling and added traffic.
- One Consulting Party presented questions regarding the Section 4(f) process and whether it would take place concurrently or sequentially to the Section 106 process. The Consulting Party noted the importance of sequencing for these processes and their role in selecting a final alternative.

### HPI Features Requested to be Considered (in-meeting):

- Passerelle Bridge
- Keith Haring Sculpture
- Lincoln Park Conservatory
- Zoo Administration Building (formerly the Academy of Sciences)
- Chicago History Museum
- Chess Pavilion Sculptures
- North Avenue Beach House
- Lincoln Park Boat House
- AIDS memorial garden
- North Pond
- Underpass murals at Foster and Bryn Mawr

### Written Comments\* (following the meeting):

- Concerns for impacts to the artwork and murals at underpass locations.
- Questions on potential effects from traffic in the neighborhoods to listed historic districts within the Edgewater Community.
- Additional properties at 5656 and 5710 N. Broadway requested to be added to the APE boundary.
- Requested updates and considerations for the Clarendon Park Community Center.

- A request for the APE to be expanded in the Uptown Community Area to include the area west of the APE bound by Sheridan Road and Foster Avenue.
- A request for additional properties near the Montrose-Wilson-Lawrence area to be added to the APE.
- Questions on potential effects of the project on paths, bike/ped circulation, materials and plantings in the Uptown Community Area.
- A request to consider the Montrose Beach Dunes and Montrose Point Bird Sanctuary to the HPI was submitted.
- A request to expand the APE to include the entirety of Lincoln Park, including the North Avenue Hook pier and the Belmont Harbor revetment wall.

*\*Comments related to the Section 106 process or features are summarized. Comments pertaining to parallel reviews or studies were shared with the project team and will be considered separately as part of those reviews.*

## **Responses to Comments**

**Consulting Party Meeting #1**  
Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
4/19/2021	Edgewater Historical Society	Consulting Party Meeting #1 - Verbal Comment	At some point, I've got several things I want to say about the potential impact on Edgewater. So my question really at this point is, how significant will the input documentation be in terms of how the project is ultimately engineered and implemented?	The Section 106 process is underway with the review of the draft Historic Properties Identification (HPI) report, which will be used as a basis for the evaluation of architectural resources once eligibility determinations are concurred upon by the State Historic Preservation Office (SHPO). The next step in the Section 106 process is to evaluate the effects of the project undertaking on identified listed and eligible historic resources, which will be a focus of the next Consulting Party Meeting.
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Verbal Comment	<p>We are very concerned with the overall impacts on the Drive and of the view shed features and characteristics boulevard features that are going to be perhaps impacted by straightening, widening, some landfill, some tunnels, and also the impact on the historic character of not only the Drive but the whole area around it, so the area potential effect.</p> <p>We're coming into this with a lot of different feelings which we wanted to share with you. We are concerned about the heavy-handedness and the highway standards that may be implemented here. But also the historic bridges that you have outlined here and not to lose those in perspective. We are very concerned about some of the tunneling that was suggested for some of the stretches between Navy Pier and Oak Street.</p>	The Section 106 process is underway with the review of the draft Historic Properties Identification (HPI) report, which will be used as a basis for the evaluation of architectural resources once eligibility determinations are concurred upon by the State Historic Preservation Office (SHPO). The next step in the Section 106 process is to evaluate the effects of the project undertaking on identified listed and eligible historic resources, which will be a focus of the next Consulting Party Meeting.
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Verbal Comment	But we're also very worried about the impact on E. Lake Shore Dr., a the landmark district. So many of these buildings that front of Lake Shore Drive.	<p>Within the Near North Community Area, the properties along E. Lake Shore Drive on the urban edge of Lincoln Park are included within the Area of Potential Effect (APE). These properties were evaluated as part of the historic resources survey. One property (the Drake Hotel) is individually listed on the National Register of Historic Places (NRHP). The remaining properties along E. Lake Shore Drive within the APE were determined to be both individually eligible and contributing to a proposed Near North Side NLSD eligible Historic District for listing.</p> <p>Effects to properties that are listed on or eligible for will be considered as part of the next step in the Section 106 process, the Assessment of Effects.</p>



**Consulting Party Meeting #1**  
Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Verbal Comment	I didn't get a chance to review the inventory list but I am hoping that it extends to the Lincoln Park Conservatory, the former Academy of Sciences. I saw chess pavilion sculptures but I didn't see the chess pavilion itself. Which I think is an important component, really a beautiful structure. And buildings like the Chicago history museum, which we know are not going to go anywhere but hoping that that's all included as well as all the buildings along Lake Shore Drive and fronting the park are included. We wanted to look at that a little bit more.	The Lincoln Park Conservatory, the Zoo Administration Building (former Academy of Sciences), the Chess Pavilion, and the Chicago History Museum are all identified features within the HPI. These features are all considered contributing resources to the listed Lincoln Park historic district.
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Verbal Comment	I just wanted to express our overall concern with project and turning Lake Shore Drive into more of a highway or interstate. Which we don't want to see happen.  Just so you are aware, our Chicago 7 most endangered is the Chicago lakefront realizing the impacts of so many things, also including North Lake Shore Drive and its reconstruction and reformatting. Want you to know that we are extremely concerned at every level. I just wanted to share those overall, broadening concerns will all of you, I know you are all familiar with that. But we are extremely concerned about the reconfiguration and reconstruction.	Thank you for your comment. The next Consulting Party Meeting will focus on evaluating potential effects of the project undertaking and will provide Consulting Parties an opportunity to comment.
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Verbal Comment	Also, keep in mind that the north avenue beach house I know was reconstructed but was reconstructed from original plans when it was moved 15-20 years ago. So how do we consider the beach house at North Avenue? Do we consider it a historic property since it was reconstructed from original plans and moved? But the original building was demolished?	The North Avenue Beach House is considered a non-contributing resource within the listed Lincoln Park historic district. It is a design inspired by the original building, which was identified as contributing to the Lincoln Park National Register nomination in 1994. The original building was demolished in 1999. The new building was constructed in an alternate location (just south of the original building) using different materials, size, configuration, and massing. The new building was inspired by the original, but not reconstructed from original plans. Therefore, according to guidelines from the Department of the Interior, the North Avenue Beach House does not meet criteria to be considered a contributing feature to the listed Lincoln Park historic district. The HPI report is updated to further clarify this discussion in Section 3.1.15.  The NLSD project aims to minimize impacts within Lincoln Park, including any potential impacts to the North Avenue Beach House.

**Consulting Party Meeting #1**  
 Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Verbal Comment	And of course the passarelle bridge as we refer to it was a Chicago 7 most endangered in years past.	Thank you for your comment. This will be noted by the project team for consideration during the next step of the Section 106 process, the Assessment of Effects. The next Consulting Party Meeting will focus on evaluating potential effects of the project undertaking and will provide Consulting Parties an opportunity to comment.
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Verbal Comment	And we feel that sometimes added capacity, which this may have, and tolls, and may impact Lake Shore Drive and bring actually more traffic perhaps in one case scenario.	Under the National Environmental Policy Act (NEPA), the project has identified five alternatives to carry forward for further evaluation. These alternatives include: The Essential, The Addition, The Exchange, the Flex, and the Double Flex. None of the remaining five alternatives add capacity for general purpose traffic. Three alternatives (the Essential, the Exchange, the Addition) propose a reduction in general purpose traffic lanes north of Irving Park Road. The Addition provides an additional lane along Outer North Lake Shore Drive in both directions that is exclusively for transit use. The Flex and the Double Flex alternatives propose general purpose lanes being converted to managed lanes, which would allow for transit and tolled autos.
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Verbal Comment	And then the toll feature is a little disturbing because we feel the lakefront should be "forever open free and clear". Free meaning alot of things but in this case, it seems like tolls could substantially impact access in some way shape or form.	The effects of tolling within the remaining alternatives will be considered under several criteria, such as performance, financing, and equity, as part of the Level 3 screening process under NEPA.

**Consulting Party Meeting #1**  
Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
4/19/2021	Landmarks Illinois	Consulting Party Meeting #1 - Verbal Comment	<p>...the question I think here is whether the Section 4(f) is going to be concurrent or if it is going to be sequential. Because we're considering, I presume the APE is going to be used for the Section 4(f) process, is that right?</p> <p>For others on the call, what I am referring to is the federal historic transportation act, Section 4(f), which actually has more powerful language to provide for historic resources. Because in that language it states that unless there is no prudent and feasible alternative to demolition that the project cannot go forward.</p> <p>...our concern here is ensuring that we don't get ahead of ourselves with the design process because if this is happening concurrently, I know that the Task Force process is starting to wind down to its preferred alternative. We don't want to get to the one preferred alternative and find out the Section 4(f) is going to obviously prevent that alternative from going forward.</p> <p>So the preservationists who have been part of the Task Force ... have been calling attention to the Passerelle bridge, Lincoln Park itself, and the fact that especially the proposed removal or repositioning of the Passerelle bring might have an impact through Section 4f. Also the off ramps that have been proposed in several of the alternatives would eat into Lincoln Park.</p>	<p>The project will be evaluating each of the five remaining Alternatives to be Carried Forward as part of the National Environmental Policy Act (NEPA) process to determine a preferred alternative. An evaluation of impacts or effects under Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act will occur in parallel to help to inform the selection of the preferred alternative.</p> <p>The historic resources identified as either listed on or eligible for the National Register of Historic Places (NRHP) within the Historic Properties Identification (HPI) report will serve as the basis for evaluation of historic resources under Section 4(f).</p> <p>As part of Level 3 screening, the project team will compare the net changes in park space of the remaining five alternatives. This includes both the impacts of the transportation footprint associated with the alternatives, as well as the added park space resulting from proposed shoreline improvements. These changes in park space will also be considered within the context of Section 106 and Section 4(f) in parallel.</p>
4/19/2021	Chicago Parks Foundation	Consulting Party Meeting #1 - Chat Pod/Verbal	<p>I don't see the historic Lincoln Park Boat House since 1910 included in this presentation, but think its been accommodated and also breaking ground on the AIDS Garden Chicago project with the 30' Haring sculpture near Belmont Harbor this spring.</p> <p>Would you need any kind of documentation or construction plans to be able to assess how to include [the AIDS garden], the plan is to break ground this spring.</p>	<p>The South Lagoon Boat House (or Lincoln Park Boat House) is included in the Historic Property Identification (HPI) report as a contributing resource to the listed Lincoln Park historic district. A brief description of the boat house development is added to the final HPI in Section 3.1.6.</p> <p>The sculpture, "Self Portrait" by Keith Haring is also identified in the HPI as a non-contributing resource because it is less than 40 years old. A description of the AIDS garden development in Lincoln Park has been added to Section 3.1.15 of the final HPI.</p> <p>Following guidelines from the Department of the Interior and in accordance with the Lincoln Park National Register nomination form, the park's landscape is considered one single contributing site feature. While historic gardens would be deemed as character-defining features, those created after 1981, such as the AIDS garden, would not qualify as such until 40 years from now.</p>

**Consulting Party Meeting #1**  
Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
4/19/2021	Chicago Parks F	Consulting Party Meeting #1 - Verbal Comment	The cutoff date [for the Period of Significance] is '81, right?	Correct. For purposes of the historic resource survey of Lincoln Park, the Period of Significance extends from 1857 - 1981.
4/19/2021	Preservation Chicago	Consulting Party Meeting #1 - Chat Pod	Hans Christian AndersEn	Thank you for your comment. The project team will revise any misspellings of this feature.
4/19/2021	SOAR	Consulting Party Meeting #1 - Chat Pod	There are many older historic residential buildings located on LSD in the Near North community, Streeterville, that need to be considered that have not been identified. These need to be taken into consideration as well.	The Area of Potential Effects (APE) throughout the study limits includes all properties along the urban edge of Lincoln Park. In the Near North Community Area, these limits also extend south and west of Outer Lake Shore Drive to encompass the limits of potential improvements by the project, as well as potential viewsheds of these improvements. In instances where low-rise buildings are present along the urban edge, or tall buildings are positioned in such a way to allow for deeper viewsheds, the APE is expanded to the west.
4/19/2021	Lincoln Park Conservancy	Consulting Party Meeting #1 - Chat Pod	It looks like North Pond isn't specifically identified in the Park, although it dates back to the 1880's. Is that due to the fact that the entire park is already listed?	The North Pond is identified as an example of a character defining feature (water feature) of Lincoln Park's historic landscape. The landscape of Lincoln Park is designated in the 1994 National Register nomination form in its entirety as one contributing site feature.

**Consulting Party Meeting #1**  
 Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
4/19/2021	Edgewater Historical Society	Consulting Party Meeting #1 - Chat Pod	The underpass murals at Foster and Bryn Mawr should be preserved and added to the list, in case I missed them.	The underpass murals at the Foster Avenue (Indian Land Dancing) and Bryn Mawr Avenue (Living and Growing) junctions are identified in the Historic Property Identification (HPI) report as non-contributing resources to the listed Lincoln Park historic district.
4/19/2021	Department of Planning and Development	Consulting Party Meeting #1 - Chat Pod	Abby, Appendix K provided a narrative overview of the scope of work. Where can one find the "geometry" of the five alternatives that have been focused on?	Concept plans of the remaining five Alternatives to be Carried Forward can be found on the project website, NLSInput.org.
4/19/2021	Clarendon Park Advisory Council	Consulting Party Meeting #1 - Chat Pod	The response date is less than 2 weeks away. Is this a firm requirement?	Comments regarding the draft Historic Property Identification (HPI) report are requested by May 3, 2021 to be part of the official record. The project team encourages and considers input and feedback throughout the entirety of the study.

**Consulting Party Meeting #1**  
 Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
5/3/2021	Friends of the Parks	Submitted Email/Letter	<p>As we've previously stated, the environmental conditions along the North Lake Shore Drive corridor have changed since this project commenced. Lakeshore erosion is increasing along with the severity and frequency of storms, so this project must be placed within a larger context of comprehensive planning for erosion all along Chicago's lakeshore. Furthermore, this year Preservation Chicago listed the entire Chicago lakefront on their annual "7 Most Endangered Places" list, due to water filling resident's basements and shorelines being battered, so much so that beaches and parks are being eaten up by the lake. Given this urgency, an opportunity like NLS: Redefine the Drive calls for a much larger examination of the historical and structural integrity of North Lake Shore Drive to ensure that any changes made will be sustainable in the long-term and will also honor that the lakefront should be accessible to and for all Chicagoans.</p> <p>We support improvements made to the North Lake Shore Drive corridor for enhanced car and public transit flow, safety, and pedestrian and public transit access to parks. But, historically, Lake Shore Drive was never meant to be a high speed high way, it was meant to be a scenic drive along the boulevard, so we urge the project team to make project design choices that honor that such as avoiding tunnels, viaducts, and tollways.</p>	<p>Thank you for your comment. This will be noted by the project team for consideration during the next step of the Section 106 process, the Assessment of Effects. The next Consulting Party Meeting will focus on evaluating potential effects of the project undertaking and will provide Consulting Parties an opportunity to comment.</p>



**Consulting Party Meeting #1**  
Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
5/1/2021	Clarendon Park Advisory Council	Submitted Email/Letter	<p><b>Update the Clarendon Park Community Center entry in the HPI</b> Clarendon Park Community Center will undergo renovation starting in autumn 2021/winter 2022 with an additional \$6.9 million from the Wilson Yard TIF district and \$1.6 million from the Chicago Park District.</p> <p>As suggested in the HPI survey documents for the Uptown area, Clarendon Municipal Bathing Beach was the prominent proof of concept for Chicago’s “Reclamation of the Lake Front for the People” as championed in the early 20th century by diverse entities and individuals, including the Chicago Plan Commission and its chairman, Charles Wacker. Clarendon Beach was promoted as a generous municipal offering for public “health and happiness” and as an unparalleled civic achievement in tandem with the Municipal Pier (“The People’s Pier”) of the same era. Clarendon Beach was a key destination in travel guides and transit posters that appeared in national print mentions and in features such as National Geographic’s 1919 article on Chicago as an economic and cultural powerhouse. The facility’s role as a community center predates the Chicago Park District; the facility opened as a winter “community center” on Sept. 24, 1917.</p> <p>Local advocacy for the creation of the Clarendon Beach municipal facility came from owners and residents on the east side of the current Uptown neighborhood. Centered around the business district at Wilson and Sheridan, the “East Sheridan Park Protective and Improvement Association” coalesced to protest permits to private beach operations and support a municipal facility, including through a petition drive and legal challenges. Historic buildings of this formative period exist along the original coastline, many within viewing distance of modern-day Lincoln Park and Lake Shore Drive.</p>	<p>The Clarendon Park Community Center is evaluated as part of the Historic Property Identification (HPI) report within the Uptown Community Area (Survey ID UP22). A survey form was prepared for this property and included in Appendix H.</p> <p>As requested, this property was re-evaluated for significance considering the property's integrity and social history. A revised survey form was prepared and determined the Clarendon Park Community Center to be eligible for the National Register as a contributing feature of the proposed NLSD Uptown Historic District. The revised survey form is provided in Appendix H of the Final HPI.</p>

**Consulting Party Meeting #1**  
 Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
5/1/2021	Clarendon Park Advisory Council	Submitted Email/Letter	Expand the Area of Potential Effect (APE) west to Sheridan Rd (W) to evaluate historic properties bounded by the Montrose (S) and Foster (N), especially in the area delineated by a purple line below. [Extending Montrose Avenue west to Sheridan Road and Sheridan Road north to Foster Avenue]	<p>The Area of Potential Effects (APE) throughout the study limits includes all properties along the urban edge of Lincoln Park. In the Near North Community Area, these limits also extend south and west of Outer Lake Shore Drive to encompass the limits of potential improvements by the project, as well as potential viewsheds of these improvements. In instances where low-rise buildings are present along the urban edge, or tall buildings are positioned in such a way to allow for deeper viewsheds, the APE is expanded to the west.</p> <p>An expansion of the APE along Montrose and Sheridan Avenues was considered by the project team utilizing the same methodology for delineating the APE (as described in the HPI, Section 1.2). The project team revisited properties along the western edge of the APE within the Uptown Community Area. Seven properties that met the methodology criteria were added to the APE boundary, including:</p> <ul style="list-style-type: none"> <li>811 W. Eastwood</li> <li>804 W. Lakeside Place</li> <li>809 W. Lawrence Avenue</li> <li>811 W. Lawrence Avenue</li> <li>817 W. Lawrence Avenue</li> <li>819 W. Lawrence Avenue</li> <li>823 W. Lawrence Avenue</li> </ul> <p>The revised APE boundary can be found on exhibits in Appendix A and on the maps provided in Appendix B. A revised summary table and updated survey forms for the Uptown Community Area are provided in Appendix D and H, respectively, of the final HPI.</p>

**Consulting Party Meeting #1**  
Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
5/1/2021	Clarendon Park Advisory Council	Submitted Email/Letter	<p>We emphasize the need to focus on historic properties and park in locations next to and inland from points where the NLSD Project has shown proposals that close, combine, or add new on/off ramps (Wilson, Montrose); expand travel lanes (Lakeside, Lawrence, Gunnison, Marine); alter the edge of Lincoln Park west of LSD (Foster and Marine); and change access points west of or widen roads east of LSD in the park (Lawrence).</p> <p>CPAC proposes close evaluation of low-rise historical buildings... as follows:                      4344 N CLARENDON AVE, PIN 14-17-407-025-0000                      826 W WILSON AVE, PIN 14-17-215-018-0000                      811 W EASTWOOD AVE, PIN 14-17-215-029-1001 (multiple PINs)                      804 W LAKESIDE PLACE, PIN 14-17-205-046-1001 (multiple PINs)                      809 W LAWRENCE AVE, PIN 14-17-205-048-0000 (multiple PINs)                      811 W. LAWRENCE AVE, PIN 14172050631001 (multiple PINs)                      817 W LAWRENCE AVE, PIN 14172050561001 (multiple PINs)                      819 W LAWRENCE AVE, PIN 14-17-205-019-0000                      823 W LAWRENCE AVE, PIN 14-17-205-018-0000</p>	<p>The Area of Potential Effects (APE) throughout the study limits includes all properties along the urban edge of Lincoln Park. In the Near North Community Area, these limits also extend south and west of Outer Lake Shore Drive to encompass the limits of potential improvements by the project, as well as potential viewsheds of these improvements. In instances where low-rise buildings are present along the urban edge, or tall buildings are positioned in such a way to allow for deeper viewsheds, the APE is expanded to the west.</p> <p>An expansion of the APE along Montrose and Sheridan Avenues was considered by the project team utilizing the same methodology for delineating the APE (as described in the HPI, Section 1.2). The project team revisited properties along the western edge of the APE within the Uptown Community Area. Seven properties that met the methodology criteria were added to the APE boundary, including:</p> <p>811 W. Eastwood                      804 W. Lakeside Place                      809 W. Lawrence Avenue                      811 W. Lawrence Avenue                      817 W. Lawrence Avenue                      819 W. Lawrence Avenue                      823 W. Lawrence Avenue</p> <p>The revised APE boundary can be found on exhibits in Appendix A and on the maps provided in Appendix B. A revised summary table and updated survey forms for the Uptown Community Area are provided in Appendix D and H, respectively, of the final HPI.</p>
5/1/2021	Clarendon Park Advisory Council	Submitted Email/Letter	<p><b>Augment information about historical landscape design features and any current proposals for all non-motorized features of the North Lake Shore Drive Project.</b></p> <p>CPAC found it difficult to reflect on the following based on information offered to date:</p> <p>A) Impacts on historic paths and buildings from plan to add a new frontage road and new on/off ramps directly east of Clarendon Park in Lincoln Park;                      B) Pedestrian, bike, and bus connectivity, paths, and circulation in general, both within historic Lincoln and Clarendon Parks and in relation to the Uptown community;                      C) Elevations, materials, and plantings in and approaching Lincoln Park, Clarendon Park, and along the coast.</p>	<p>Features within Lincoln Park, such as paths, roadways, and plantings, are considered to be part of the Lincoln Park historic landscape, which is considered in its entirety as one contributing site to the listed Lincoln Park historic district. The next step in the Section 106 process is to evaluate the effects of the project undertaking on identified listed and eligible historic resources. The Historic Properties Identification (HPI) report will be used as a basis for this evaluation of architectural resources once eligibility determinations are concurred upon by the State Historic Preservation Office (SHPO).</p>

**Consulting Party Meeting #1**  
Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
5/1/2021	Clarendon Park Advisory Council	Submitted Email/Letter	<p>Finally, we would like to highlight two modern developments in the Uptown peninsula that speak strongly to historical context and events and that are deserving of careful consideration and protection going forward:</p> <ul style="list-style-type: none"> <li>- Globally rare Great Lakes habitat and wildlife including rare migratory birds have emerged at Montrose Beach Dunes and Montrose Point Bird Sanctuary. These special habitats, advanced by the Chicago Park District and other stewards following natural occurrences, argue for the demonstrated ecological success of the designed landform of the historic Lincoln Park Extension peninsula and of historic planting plans, named in the existing Lincoln Park National Register listing, that have informed ongoing habitat work in the peninsula. These developments and historic documents offer valuable technical guidance for future treatments for erosion and environmental improvement in the current NLS D project, both in the Uptown area and in other parts of the project.</li> <li>- Located in the Foster Ave underpass and dedicated in 2009, the public artwork "Indian Land Dancing" (dedicated 2009) is an extensive direct-application mosaic designed and created in collaboration with the indigenous peoples of Chicago and the Edgewater community. Protection and restoration, including of original in situ features, of this culturally significant, site-specific artwork merit careful study, plans, and funding.</li> </ul>	<p>The Montrose Beach Dunes and Montrose Point Bird Sanctuary are resources that will be considered for environmental impacts under the National Environmental Policy Act (NEPA) review of the remaining five alternatives to be carried forward.</p> <p>Within the Historic Property Identification (HPI) report, Montrose Beach is identified as an example of a character defining feature of the Lincoln Park landscape (Section 4.1). An evaluation of the Montrose Point Bird Sanctuary was conducted and further clarified in the Final HPI (Section 3.1.13). It is also listed as an example of a character defining feature in Section 4.1 of the Final HPI.</p> <p>The Indian Land Dancing artwork is identified in the HPI report as a non-contributing resource to the listed Lincoln Park historic district. The project team will seek ways to avoid, minimize, or mitigate impacts to park features as part of the design refinements of a Preferred Alternative.</p>

**Consulting Party Meeting #1**  
 Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
5/3/2021	Edgewater Historical Society	Submitted Email/Letter	<p>Community concern about the high volume of traffic already flowing through Edgewater was the impetus for a special Northern Terminus Traffic Study. It will review current and future traffic pattern through Edgewater within the boundaries of Foster to Broadway to Ridge to Clark to Devon to Sheridan.</p> <p>What could future traffic patterns do to the historic character of Edgewater? The Alderman and other public officials will be looking for feedback on alternative traffic patterns. How will it impact the Bryn Mawr Historic District which already carries a great deal of the inbound and outbound NLSA traffic? Would alternative traffic impact the other two historic districts in Edgewater (i.e. Lakewood-Balmoral and Andersonville.)? What about other historic neighborhoods in the community?</p> <p>Resulting traffic volume and engineering on Broadway can make or break efforts to revitalize retail investments and pedestrian traffic.</p> <p>The sidewalks are wide enough to handle many more pedestrians and sidewalk dining. The historic architecture reminiscent of Motor Row offer attractive opportunities, subject to traffic volumes and speeds.</p>	<p>The limits of the listed Bryn Mawr Historic District overlap with the Area of Potential Effect (APE) limits defined for the North Lake Shore Drive (NLSA) Phase I Study. As part of the next step in the Section 106 process, the effects of the project undertaking on identified listed and eligible historic resources, including the Bryn Mawr Historic District, will be evaluated. The APE is delineated to capture all direct and indirect effects of the project, including any notable changes in traffic patterns within adjacent neighborhoods.</p> <p>The limits of the Lakewood-Balmoral Historic District and the Andersonville Commercial Historic District are located outside of the NLSA APE. Based on analyses completed to date, the NLSA project does not anticipate notable changes to traffic that may cause indirect effects to historic properties on the roadway network outside the NLSA APE.</p> <p>In the Edgewater Community, a parallel but separate study of traffic conditions at the northern terminus of the NLSA project is underway within the limits of Foster Avenue, North Broadway, Ridge Avenue, Clark Street, Devon Avenue, Sheridan Road and NLSA. The Northern Terminus Traffic Study (NTTS) is intended to provide recommendations to better balance regional travel needs and the needs of the residents within the Edgewater Community. The NTTS will aid local agencies and communities in identifying improvements within the Edgewater Community, which may result in stand alone projects to improve certain roadways. If federal funds are sought for those stand alone projects, they would be subject to their own federal review process.</p>

**Consulting Party Meeting #1**  
Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
5/3/2021	Edgewater Historical Society	Submitted Email/Letter	<p>The city should extend the impact border to the west side of Broadway, at Hollywood, to include the properties at 5656 and 5710 N. Broadway. It currently stops at the east side of that intersection. The two buildings are the key visual recognition corners for traffic coming into Edgewater. They are both contributing buildings to Edgewater’s Motor Row and can visually connect the Broadway strips north and south of there. Commercial revival of Broadway may depend on successfully promoting the development potential using the Motor Row historic theme. Maintaining the historic appearance of this and the Broadway/Ridge intersections are crucial.</p>	<p>The delineation of the Area of Potential Effects (APE) considers a wide range of potential effects that may result from the North Lake Shore Drive Phase I undertaking. The methodology for determining the APE boundary considered the potential limits of improvement as well as potential visual effects from properties with vantage points of Lincoln Park and the Drive.</p> <p>In the Edgewater Community, a parallel but separate study of traffic conditions at the northern terminus of the North Lake Shore Drive project is underway. The Northern Terminus Traffic Study (NTTS) is intended to provide recommendations to better balance regional travel needs and the needs of the residents within the Edgewater Community. The NTTS will aid local agencies and communities in identifying improvements within the Edgewater Community, which may result in stand alone projects to improve certain roadways. If federal funds are sought for those stand alone projects, they would be subject to their own federal review process.</p> <p>At the time of delineating the APE (Spring 2017) for the North Lake Shore Drive Phase I Study, the NTTS was evaluating an alternative to place express traffic in a tunnel along Hollywood Avenue beneath a local, surface roadway. The APE limits were drawn to encompass the potential Hollywood Avenue Tunnel and make those improvements eligible for federal funding. Since the concurrence of the APE limits with the Illinois State Historic Preservation Office (SHPO), the NTTS Hollywood Tunnel alternative has been dropped from further consideration.</p> <p>The North Lake Shore Drive Phase I Study currently anticipates improvements that are limited to the intersection of Hollywood Avenue and Sheridan Road. The properties west of Broadway Avenue are a sufficient distance from the Hollywood Avenue/Sheridan Road intersection and do not have views of these improvements. Therefore, an extension of the APE boundary for the North Lake Shore Drive Phase I Study is not recommended.</p>
5/3/2021	Edgewater Historical Society	Submitted Email/Letter	<p>Threatened Murals. Pedestrian access to Lake Michigan and Lincoln Park has historically been among the perquisites of living in Edgewater, which, but for the lake, is extremely “park poor” for its density. There are only three underpasses (south of Hollywood) for residents to get to the park and the lake. The bricolage murals and bridges at Foster and Bryn Mawr are considered “non-conforming” thus not protected for their historic significance. The bridges may have to be reconstructed, threatening both murals (major community projects that tell the history of Edgewater); their loss would be enormous. The community must seek other avenues to save these pieces of art. The underpass at Berwyn is “conforming”, but the companion “Welcome to Edgewater” mural may not be protected.</p>	<p>The underpass murals at the Foster Avenue (Indian Land Dancing) and Bryn Mawr Avenue (Living and Growing) junctions are identified in the Historic Property Identification (HPI) report as non-contributing resources to the listed Lincoln Park historic district.</p> <p>As part of the final HPI report, the "Welcome to Edgewater" mural at the Berwyn Underpass has been added to the inventory of resources. It was completed in 2017 and thus, is a non-contributing resource to the listed Lincoln Park historic district.</p> <p>The project team will seek ways to avoid, minimize, or mitigate impacts to park features as part of the design refinements of a Preferred Alternative.</p>



**Consulting Party Meeting #1**  
 Consulting Party Comments

Date	Group	Method of Commenting	Comment/Question	Response
5/25/2021	Chicago Park District	Submitted Email	What would cause the APE to change? Why does the current APE exclude the end of the North Avenue Beach hook pier and the Montrose hook pier?	The Area of Potential Effects (APE) limits are intended to include the entirety of Lincoln Park. The APE limits within Lake Michigan were established as offsets from the shoreline; the North Avenue Beach pier and Belmont Harbor piers were not intentionally excluded. The APE boundary has been modified in the areas of the North Avenue Beach pier and Belmont Harbor to encompass these areas.

**Consulting Party Invitation Acceptance List  
As of May 3, 2021**

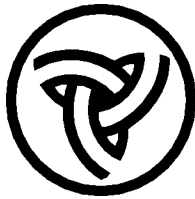


## North Lake Shore Drive Phase I Study – Section 106 Consulting Parties (Accepted List)

First Name	Last Name	Organization	Title
Nicholas	Ramos	Buena Park Neighbors	Government Liaison
Kandalyn	Hahn	Chicago Department of Planning and Development	Project Coordinator, Historic Preservation Division
Sarah	White	Chicago Park District (CPD)	Lakefront Planning Coordinator
Willa	Lang	Chicago Parks Foundation	Executive Director
Marlise	Fratinaro	Chicago Transit Authority (CTA)	Senior Project Manager
Jen	Henry	Chicago Transit Authority (CTA)	Planner
Melanie	Eckner	Clarendon Park Advisory Council	Treasurer
Marjorie	Fritz-Birch	Edgewater Historical Society and Museum	Director of Community Engagement
Bob	Remer	Edgewater Historical Society and Museum	President
Juanita	Irizarry	Friends of the Parks (FOTP)	Executive Director
Abigail	Johnston	Friends of the Parks (FOTP)	Policy and Communications Associate & Executive Assistant to the Executive Director
Nathan	Holth	Historic Bridges	Bridge Historian
Bill	Kenney	Illinois Historic Group Directory Project Lead	Northern Illinois Historic League President
Rita	Baker	Illinois State Historic Preservation Office (SHPO), Department of Natural Resources	Cultural Resources Manager
Carol (CJ)	Wallace	Illinois State Historic Preservation Office (SHPO), Department of Natural Resources	Cultural Resources Coordinator
Lisa	DiChiera	Landmarks Illinois	Director of Advocacy
Bonnie	McDonald	Landmarks Illinois	President & CEO
Doug	Widener	Lincoln Park Conservancy	Executive Director
Marybeth	Johnson	Lincoln Park Zoo	Vice President
Mary	Lu Seidel	Preservation Chicago	Director of Community Engagement
Ward	Miller	Preservation Chicago	President
Deborah	Gershbein	Streeterville Organization of Active Residents (SOAR)	President
Kimberly	Bares	The Magnificent Mile Association	President
Martin	Tangora	Uptown Historical Society	Officer

As of May 3, 2021

**IDOT Letter to SHPO  
September 2, 2021**



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

**Cook County**  
**Chicago**  
**FAP 341, US 41/North Lake Shore Drive**  
**Road Reconstruction, Realignment & Improvements**  
**IDOT Sequence #18339**  
**SHPO Log #005031017**

**September 2, 2021**

## **FEDERAL 106 PROJECT – Identification of Resources, Architecture**

Ms. Carol J. Wallace  
Cultural Resources Coordinator  
Illinois State Historic Preservation Office  
Illinois Department of Natural Resources  
1 Old State Capitol Plaza  
Springfield, Illinois 62701

Dear Ms. Wallace:

In continuing consultation with your office for the above referenced undertaking, the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA) has completed the identification of architectural and historic resources within the Area of Potential Effects (APE). The limits of the APE were adjusted in response to consulting party comments, and consulting party comments were considered in the evaluation of resources for National Register of Historic Places (NRHP) eligibility. The identification of archaeological resources will be coordinated with your office separately.

The identification of historic properties was completed by a team of qualified historians with local expertise. The results are documented in the attached report and are summarized in the attached memo. In all, the study identified 14 resources listed on the NRHP (memo Table 1), 11 resources previously determined eligible for the NRHP (memo Table 2), and 148 resources recommended eligible for the NRHP (memo Table 3).

In coordination with FHWA, IDOT requests the concurrence of the State Historic Preservation Officer (SHPO) in our (1) adjustments to the APE and (2) determinations of eligible for the NRHP, specifically those resources not previously determined eligible. In accordance with 36 CFR Part 800.3(c)(4), if the SHPO does not object in writing in 30 days to our determinations, FHWA and IDOT will proceed to the next step in the Section 106 process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brad Koldehoff'.

Brad H. Koldehoff, RPA  
Cultural Resources Unit Chief



**REDEFINE THE DRIVE**

# Memorandum

Re: North Lake Shore Drive Phase I Study  
E. Grand Avenue to W. Hollywood Avenue  
Cook County, Chicago, Illinois

Date: August 24, 2021

IDOT Job No. P-88-004-07  
MFT Section No. 07-B6151-00-PV  
Sequence Number 18339

**Section 106 – Final Historic Properties Identification Report**  
State Historic Preservation Office (SHPO) Review

The purpose of this memorandum is to provide a summary of the Final Historic Properties Identification (HPI) report that has been modified from the version provided on April 5, 2021 based on comments received from Consulting Parties. This memo is to aid the Illinois State Historic Preservation Office (SHPO) in review and concurrence on the determinations of eligibility of above-ground historic resources in the study area.

## ***Summary of Historic Properties Identification Report and Development***

The North Lake Shore Drive (NLSD) Phase I Study occurs within Lincoln Park, which is listed on the National Register of Historic Places (NRHP). Adjacent to the park itself are five community areas, Near North Side, Lincoln Park, Lakeview, Uptown, and Edgewater. Several properties along the urban edge of the park fall within listed historic districts, are individually listed, or meet eligibility criteria for listing on the NRHP. The draft Historic Properties Identification Report (HPI) was prepared to document above-ground historic properties within the Area of Potential Effects (APE) for this project, which seeks to improve the NLSD multi-modal transportation facility.

The draft APE was developed in consultation with the Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), Federal Highway Administration (FHWA), and the SHPO. The draft APE was delineated to include both direct and indirect effects of the undertaking by encompassing Lincoln Park, properties adjacent to anticipated limits of improvements, and properties with potential viewsheds of improvements. Field visits were conducted to confirm delineated limits in April 2017. The proposed draft APE was approved by the SHPO in May 2017.

The draft HPI was prepared in consultation with IDOT – Cultural Resources between 2017 and 2020. Through coordination with IDOT, CDOT, and FHWA, Consulting Parties were identified and sent

**North Lake Shore Drive Phase I Study**  
**Section 106 – Final Historic Properties Identification Report**  
**Summary Memorandum; Sequence No. 18339**  
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invitations to accept Consulting Party status in June 2020. The draft HPI was provided to Consulting Parties for a 30-day review period beginning April 5, 2021 through May 3, 2021 and made available on the project website (<https://northlakeshoredrive.org/section106process>).

***Opportunity for Consulting Party Comments***

Consulting Party Meeting #1 was held via Zoom on April 19, 2021 to introduce the Section 106 process to Consulting Parties and gather feedback on the draft APE and draft HPI. Materials from Consulting Party Meeting #1 are posted on the project website (<https://northlakeshoredrive.org/section106process>).

Sixteen Consulting Party members attended the meeting. Consulting Parties were able to submit questions through the Zoom chat feature or verbally at the end of the presentation during the meeting. Comments were also accepted via email to the project team through May 3, 2021. Sixteen comments were provided during the meeting, and four comments were submitted to the project team following the meeting. Below is a summary of comments received from Consulting Parties:

- Consulting Parties expressed concerns for the potential impacts to historic features that may result from the project implementation. Specific concerns noted include:
  - Impacts to viewsheds.
  - A desire for the Drive to maintain its boulevard-like features.
  - Concerns with tunneling the Outer Drive between Navy Pier and Oak Street.
  - Concerns with tolling and added traffic.
- One Consulting Party presented questions regarding the Section 4(f) process and whether it would take place concurrently or sequentially to the Section 106 process. The Consulting Party noted the importance of sequencing for these processes and their role in selecting a final alternative.
- Requests for the following features to be considered:
  - Passerelle Bridge
  - Keith Haring Sculpture
  - Lincoln Park Conservatory
  - Zoo Administration Building (formerly the Academy of Sciences)
  - Chicago History Museum
  - Chess Pavilion Sculptures
  - North Avenue Beach House
  - Lincoln Park Boat House
  - AIDS memorial garden
  - North Pond
  - Underpass murals at Foster and Bryn Mawr
- Concerns for impacts to the artwork and murals at underpass locations.
- Questions on potential effects from traffic in the neighborhoods to listed historic districts within the Edgewater Community.



**North Lake Shore Drive Phase I Study**  
**Section 106 – Final Historic Properties Identification Report**  
**Summary Memorandum; Sequence No. 18339**  
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- Additional properties at 5656 and 5710 N. Broadway requested to be added to the draft APE boundary.
- Requested updates and considerations for the Clarendon Park Community Center.
- A request for the draft APE to be expanded in the Uptown Community Area to include the area west of the draft APE bound by Sheridan Road and Foster Avenue.
- A request for additional properties near the Montrose-Wilson-Lawrence area to be added to the draft APE.
- Questions on potential effects of the project on paths, bike/ped circulation, materials and plantings in the Uptown Community Area.
- A request to consider the Montrose Beach Dunes and Montrose Point Bird Sanctuary to the draft HPI was submitted.
- A request to expand the draft APE to include the entirety of Lincoln Park, including the North Avenue Hook pier and the Belmont Harbor revetment wall.

***Summary of Revisions to the Final HPI***

A record and disposition of comments received from Consulting Parties was prepared and is provided in Appendix K of the final HPI. Certain comments received resulted in revisions to the draft HPI report, as reflected in the final HPI. A summary of substantive changes is provided below:

- A revision to the limit of the APE to include the North Avenue Beach hook and Belmont Harbor revetment wall. See Exhibit A-2 and Appendix B.
- A revision of the APE limits (see Exhibit A-2 and Appendix B) to include the following properties (which may experience potential effects from adjacent improvements):
  - 811 W. Eastwood
  - 804 W. Lakeside Place
  - 809 W. Lawrence Avenue
  - 811 W. Lawrence Avenue
  - 817 W. Lawrence Avenue
  - 819 W. Lawrence Avenue
  - 823 W. Lawrence Avenue
- A re-evaluation of the Clarendon Park Community Center to be eligible for the NRHP as a contributing resource to the proposed NLSU Uptown Historic District.
- Addition of the “Welcome to Edgewater” artwork as a feature within Lincoln Park on the Berwyn Underpass.
- Clarifications to historic context of Lincoln Park in response to comments received (Section 3.1 of the final HPI).

***Results and Recommendations***

*Listed Historic Resources*

Lincoln Park became listed on the NRHP in 1994. The 1994 NRHP nomination for Lincoln Park utilized a Period of Significance ranging from 1857 to 1944. The period ranges from the beginning of construction of the Couch Tomb, the oldest resource in the park, to the 50-year cutoff date at the time of nomination. The NRHP nomination for Lincoln Park listed 81 contributing resources, including the historic landscape as one site feature, and 77 non-contributing resources.

Within the five community areas, five historic districts (HD) listed on the NRHP fall within the final APE: the Gold Coast HD, Lakeview HD, Meekerville HD, Buena Park HD, and Bryn Mawr HD. The final APE boundary also encompasses six individually listed properties within the community areas. Two National Historic Landmarks (NHL) fall within the final APE boundary: the three-acre Alfred Caldwell Lily Pool and the James Charnley House in the Near North Community Area. A summary of listed resources on the NRHP within the APE is provided in **Table 1**.

*Resources Previously Determined Eligible for the NRHP*

A review of properties previously determined eligible for the NRHP was completed within the limits of the final APE by referencing database information from the IL SHPO and the Historic & Architectural Resources Geographic Information System (HARGIS).

There are six properties in the adjacent community areas within the final APE that have previously been determined eligible for listing on the NRHP. Five bridges along Lake Shore Drive at LaSalle Drive, Fullerton Parkway, Diversey Harbor, Wilson Avenue, and Lawrence Avenue have also been previously determined eligible for listing. A summary of previously determined eligible resources for the NRHP within the APE is provided in **Table 2**.

*Resources Recommended as Eligible for the NRHP*

While Lincoln Park is a listed resource on the NRHP, this study provided an updated evaluation of resources within Lincoln Park during the identified Period of Significance extending from 1857 – 1981. The beginning of this period is consistent with the 1994 NRHP nomination form, and the end of this period utilizes a 40-year cut-off date for the historic resource survey, which follows IDOT/FHWA's Programmatic Agreement with the IL SHPO on implementing the Section 106 process. The Final HPI evaluation included 223 buildings, sites, structures, and objects, identifying 114 as contributing resources and 109 resources as non-contributing.

The consideration of eligibility for the NRHP evaluated properties that could be individually eligible, as well as eligible historic districts, dating from 1981 or earlier. The final HPI recommended 147 properties as individually eligible for the NRHP, including those previously determined eligible for the NRHP. Five

**North Lake Shore Drive Phase I Study**  
**Section 106 – Final Historic Properties Identification Report**  
**Summary Memorandum; Sequence No. 18339**  
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proposed historic district boundaries were recommended as eligible for the NRHP. A summary of recommended eligible resources for the NRHP within the APE is provided in **Table 3**.

***Conclusion and Next Steps***

The final HPI is being provided to the Illinois SHPO for review. IDOT, CDOT, and FHWA are requesting concurrence on the determinations of eligibility for above-ground historic resources as documented in the final HPI.

Upon receiving concurrence, the North Lake Shore Drive Phase I Study will continue through the Section 106 process by assessing effects of the undertaking on listed and eligible properties.

Section 106 - Historic Properties Identification Report  
 North Lake Shore Drive Phase I Study

**Resources within the Area of Potential Effects  
 Listed on the National Register of Historic Places**

HPI Resource Number	Name	Address/Location	NRHP Status
-	Lincoln Park	-	Multiple Property Listing
NN22	860   880 Lake Shore Drive	860-880 N. Lake Shore Drive	Individual Listing
NN32	Drake Hotel	140 E. Walton Place	Individual Listing
NN80	Charnley-Persky House Museum	1365 N. Astor Street	Individual Listing, National Historic Landmark
Z8	Lincoln Park, South Pond Refectory (Café Brauer)	2021 North Stockton Drive	Individual Listing
48	Lincoln Park Lily Pool	Fullerton Drive between Cannon and Stockton drives in Lincoln Park	Individual Listing, National Historic Landmark
UP01-UP03	Immaculata High School	640 W. Irving Park Road/ 4030 N. Marine Drive	Individual Listing
UP40	Aquitania	5000 N. Marine Drive	Individual Listing
EG07	Edgewater Beach Apartments	5555 N. Sheridan Road	Individual Listing
-	Gold Coast Historic District	Bound roughly by North Avenue, Lake Shore Drive, Clark and Oak streets	Listed Historic District
-	Lakeview Historic District	Bound roughly by Wrightwood, Lakeview, Sheridan, Belmont, Halsted, Wellington, Racine & George	Listed Historic District
-	Meekerville Historic District	303 Barry Avenue, 325/330-341/344 Wellington Avenue, 340 Oakdale Avenue	Listed Historic District
-	Buena Park Historic District	Bound roughly by Graceland Cemetery, Marine Drive, Irving Park Road, and Montrose Avenue	Listed Historic District
-	Bryn Mawr Avenue Historic District	Bryn Mawr Avenue from Sheridan Road to Broadway	Listed Historic District

**Resources within the Area of Potential Effects  
 Listed on the National Register of Historic Places  
 Table 1**

Section 106 - Historic Properties Identification Report  
North Lake Shore Drive Phase I Study

**Resources within the Area of Potential Effects  
Previously Determined Eligible for the National Register of Historic Places**

HPI Resource Number	Name	Address/Location	Date of Review/Eligibility	Other Notes
NN21	850 Lake Shore Drive	850 N. Lake Shore Drive	2006	
NN27	N/A	219 E. Lake Shore Drive	1981	
LV28	N/A	3410-3420 N. Lake Shore Drive	2018	
LV29	N/A	3430-3440 N. Lake Shore Drive	2018	
LV33	Cornelia Apartments	3500 N. Lake Shore Drive	2018	
LV96	Lake Shore Condominiums	3900 N. Lake Shore Drive	2018	
19	Lake Shore Drive bridge over LaSalle Drive	1700 N & LSD (Lincoln Park)	Unknown	HARGIS Reference Number 153741; SN 016-6189
55	Lake Shore Drive bridge over Fullerton Parkway	2400 N & 301 W (Lincoln Park)	Unknown	HARGIS Reference Number 153740; SN 016-6188
73	Lake Shore Drive bridge over Diversey Harbor	2800 N & 100 E (Lincoln Park)	Unknown	HARGIS Reference Number 153743; SN 016-6192
131	Lake Shore Drive bridge over Wilson Avenue	4600 N & 732 W (Lincoln Park)	Unknown	HARGIS Reference Number 153739; SN 016-6184
135	Lake Shore Drive bridge over Lawrence Avenue	4800 N & 700 W (Lincoln Park)	Unknown	HARGIS Reference Number 153738; SN 016-6183

**Resources within the Area of Potential Effects  
Previously Determined Eligible for the National Register of Historic Places  
Table 2**

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

HPI Resource Number	Name	Address/Location	NRHP Status/Recommendation (I - Individual Resource, HD-C - Historic District Contributor; HD-NC - Historic District Non-Contributor)	Other Notes
-	Lincoln Park <i>(updated evaluation of 1994 nomination)</i>	-	Listed	Period of Significance extended from 1994 nomination (1857-1944) to 1981. Evaluated 114 contributing resources and 109 non-contributing resources.
-	Near North Side - NLSH Historic District	-	Recommended Eligible HD	Boundary depicted in Appendix B
-	Lincoln Park - NLSH Historic District	-	Recommended Eligible HD	Boundary depicted in Appendix B
-	Lakeview - NLSH Historic District	-	Recommended Eligible HD	Boundary depicted in Appendix B
-	Uptown - NLSH Historic District	-	Recommended Eligible HD	Boundary depicted in Appendix B
-	Edgewater - NLSH Historic District	-	Recommended Eligible HD	Boundary depicted in Appendix B
NN02	Lake Point Tower	505 N. Lake Shore Drive	I, HD-C	
NN04	Milton Lee Olive Park	1000 E. Ohio Street	I, HD-C	
NN07	N/A	540 N. Lake Shore Drive	I, HD-C	
NN09	W Hotel Chicago Lakeshore	644 N. Lake Shore Drive	I, HD-C	
NN10	N/A	680 N. Lake Shore Drive	I, HD-C	
NN11	Abbott Hall	710 N. Lake Shore Drive	I, HD-C	
NN12	Shirley Ryan Ability Lab	345 E. Superior Street	I, HD-C	
NN13	Levy Mayer Hall/ Robert McCormick Hall/ Arthur Rubloff Building	357 E. Chicago Avenue/ 350 E. Superior Street/ 750 N. Lake Shore Drive	I, HD-C	

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

**Table 3**

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

<b>HPI Resource Number</b>	<b>Name</b>	<b>Address/Location</b>	<b>NRHP Status/Recommendation</b> (I - Individual Resource, HD-C - Historic District Contributor; HD-NC - Historic District Non-Contributor)	<b>Other Notes</b>
NN14	Wieboldt Hall	339 E. Chicago Avenue/ 340 E. Superior Street	I, HD-C	
NN15	Northwestern University Feinberg School of Medicine: Montgomery Ward Memorial Building/ Morton Building/ Searle Building/ Tarry Research and Education Center	303 E. Chicago Avenue/ 320 E. Superior Street/ 320 E. Superior Street/ 300 E. Superior Street	I, HD-C	
NN16	Lake Shore Park	808 N. Lake Shore Drive	I, HD-C	
NN23	900 910	900-910 N. Lake Shore Drive	I, HD-C	
NN24	N/A	990 N. Lake Shore Drive	I, HD-C	
NN25	N/A	999 N. Lake Shore Drive	I, HD-C	
NN26	N/A	229 E. Lake Shore Drive	I, HD-C	
NN28	N/A	209 E. Lake Shore Drive	I, HD-C	
NN29	N/A	199 E. Lake Shore Drive/ 200-202 E. Walton Place	I, HD-C	
NN30	The Mayfair Condominiums	189 E. Lake Shore Drive	I, HD-C	
NN31	Drake Tower	179 E. Lake Shore Drive	I, HD-C	
NN34	1000 Lake Shore Plaza	1000 N. Lake Shore Plaza	I, HD-C	
NN36	1010 Lake Shore Drive	1000 N. Lake Shore Drive	I, HD-C	
NN37	The Carlyle	1040 N. Lake Shore Drive	I, HD-C	
NN38	N/A	1100 N. Lake Shore Drive	I, HD-C	
NN39	N/A	1110 N. Lake Shore Drive	I, HD-C	
NN40	N/A	1120 N. Lake Shore Drive	I, HD-C	
NN41	N/A	1130 N. Lake Shore Drive	I, HD-C	
NN42	N/A	1150 N. Lake Shore Drive	I, HD-C	
NN43	N/A	1200 N. Lake Shore Drive	I, HD-C	



**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

<b>HPI Resource Number</b>	<b>Name</b>	<b>Address/Location</b>	<b>NRHP Status/Recommendation</b> (I - Individual Resource, HD-C - Historic District Contributor; HD-NC - Historic District Non- Contributor)	<b>Other Notes</b>
NN44	N/A	1212 N. Lake Shore Drive	I, HD-C	
NN47	N/A	1201-1205 N. Astor Street	I, HD-C	
NN48	N/A	1207 N. Astor Street	I, HD-C	
NN49	N/A	1209 N. Astor Street	I, HD-C	
NN50	N/A	1221 N. Astor Street	I, HD-C	
NN51	N/A	1223 N. Astor Street	I, HD-C	
NN52	N/A	1240 N. Lake Shore Drive	I, HD-C	
NN53	N/A	1242 N. Lake Shore Drive	I, HD-C	
NN58	N/A	60-70 E. Scott Street	I, HD-C	
NN59	N/A	1244 N. Stone Street	I, HD-C	
NN61	N/A	1235-1245 N. Astor Street	I, HD-C	
NN64	N/A	1300 N. Lake Shore Drive	I, HD-C	
NN70	Ritchie Tower	1310 N. Ritchie Court	I, HD-C	
NN72	Astor-Banks Condominium	1325 N. Astor Street	I, HD-C	
NN74	1350 Lake Shore Drive	1350-1360 N. Lake Shore Drive	I, HD-C	
NN75	N/A	1335 N. Astor Street	I, HD-C	
NN76	N/A	1345 N. Astor Street	I, HD-C	
NN77	N/A	1347 N. Astor Street	I, HD-C	
NN78	N/A	1349 N. Astor Street	I, HD-C	
NN81	N/A	41 E. Schiller Street	I, HD-C	
NN85	N/A	1420 N. Lake Shore Drive	I, HD-C	
NN86	N/A	1430 N. Lake Shore Drive	I, HD-C	
NN87	N/A	1440 N. Lake Shore Drive	I, HD-C	
NN88	N/A	1448 N. Lake Shore Drive	I, HD-C	
NN89	N/A	1500 N. Lake Shore Drive	I, HD-C	

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

**Table 3**

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

<b>HPI Resource Number</b>	<b>Name</b>	<b>Address/Location</b>	<b>NRHP Status/Recommendation</b> (I - Individual Resource, HD-C - Historic District Contributor; HD-NC - Historic District Non- Contributor)	<b>Other Notes</b>
NN93	N/A	1540 N. Lake Shore Drive	I, HD-C	
NN94	N/A	1550 N. Lake Shore Drive	I, HD-C	
NN97	N/A	46 E. Schiller Street	I, HD-C	
NN98	N/A	44 E. Schiller Street	I, HD-C	
NN99	N/A	42 E. Schiller Street	I, HD-C	
NN100	N/A	40 E. Schiller Street	I, HD-C	
NN101	N/A	38 E. Schiller Street	I, HD-C	
NN103	N/A	1415 N. Astor Street	I, HD-C	
NN106	N/A	1427 N. Astor Street	I, HD-C	
NN108	N/A	1431 N. Astor Street	I, HD-C	
NN111	Junior League of Chicago Headquarters	1447 N. Astor Street	I, HD-C	
NN119	N/A	1555 N. Astor Street	I, HD-C	
NN122	The Constellation	1555 N. Dearborn Parkway	I, HD-C	
NN124	Latin School Upper School	59 W. North Boulevard	I, HD-C	
LP01	N/A	305 W. Fullerton Parkway/ 2350 Lincoln Park West	I, HD-C	
LP02	Park Fullerton Reside Apartments	325 W. Fullerton Parkway	I, HD-C	
LP03	N/A	2355 N. Common- wealth Avenue	I, HD-C	
LP04	N/A	345 W. Fullerton Parkway	I, HD-C	
LP05	Lakeview Avenue Row House District	2700-2710 N. Lakeview Avenue	I	
LP06	Elks Memorial	2780 N. Lakeview Avenue	I, HD-C	
LV01	N/A	2800 N. Lake Shore Drive	I, HD-C	
LV02	Common- wealth Plaza	330-340 W. Diversey Parkway	I, HD-C	

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

<b>HPI Resource Number</b>	<b>Name</b>	<b>Address/Location</b>	<b>NRHP Status/Recommendation</b> (I - Individual Resource, HD-C - Historic District Contributor; HD-NC - Historic District Non- Contributor)	<b>Other Notes</b>
LV03	Presence Health Ida and Norman Stone Medical Office Building	2800 N. Sheridan Road	I, HD-C	
LV04	Presence Saint Joseph Hospital Harborview	2900 N. Lake Shore Drive	I, HD-C	
LV06	Presence Saint Joseph Hospital Medical Office Building	2913 N. Common-wealth Avenue	I, HD-C	
LV08	N/A	2970 N. Lake Shore Drive	I, HD-C	
LV12	The Darien Apartments	3100 N. Lake Shore Drive/ 316 W. Barry Avenue	I, HD-C	
LV14	N/A	3150 N. Lake Shore Drive	I, HD-C	
LV17	N/A	3150 N. Sheridan Road	I, HD-C	
LV18	N/A	3180 N. Lake Shore Drive	I, HD-C	
LV19	The Belmont	3170 N. Sheridan Road	I, HD-C	
LV20	Harbor House	3200 N. Lake Shore Drive	I, HD-C	
LV21	N/A	3240 N. Lake Shore Drive	I, HD-C	
LV22	N/A	3260-3270 N. Lake Shore Drive	I, HD-C	
LV23	N/A	3300 N. Lake Shore Drive	I, HD-C	
LV24	N/A	3314 N. Lake Shore Drive	I, HD-C	
LV25	Bristol Apartments	3318 N. Lake Shore Drive	I, HD-C	
LV26	N/A	3330 N. Lake Shore Drive	I, HD-C	
LV27	N/A	3400 N. Lake Shore Drive	I, HD-C	
LV31	N/A	3470 N. Lake Shore Drive	I, HD-C	
LV32	Temple Sholom	3480 N. Lake Shore Drive/ 513 W. Cornelia Avenue	I, HD-C	
LV38	N/A	3520-3530 N. Lake Shore Drive	I, HD-C	
LV43	Lake Shore Condominiums	3550 N. Lake Shore Drive	I, HD-C	

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

<b>HPI Resource Number</b>	<b>Name</b>	<b>Address/Location</b>	<b>NRHP Status/Recommendation</b> (I - Individual Resource, HD-C - Historic District Contributor; HD-NC - Historic District Non- Contributor)	<b>Other Notes</b>
LV44	Majestic Hotel	528 W. Brompton Avenue	I, HD-C	
LV45	N/A	534-552 W. Brompton Avenue	I, HD-C	
LV48	N/A	3565 N. Pine Grove Avenue	I, HD-C	
LV49	N/A	3600 N. Lake Shore Drive	I, HD-C	
LV52	N/A	3611-3629 N. Pine Grove Avenue	I, HD-C	
LV53	N/A	3631 N. Pine Grove Avenue	I, HD-C	
LV68	N/A	3741-3755 N. Pine Grove Avenue	I, HD-C	
LV69	N/A	3720 N. Lake Shore Drive	I, HD-C	
LV71	N/A	3730-3740 N. Lake Shore Drive	I, HD-C	
LV72	N/A	3750 N. Lake Shore Drive	I, HD-C	
LV73	Grace Street Towers	635 W. Grace Street	I, HD-C	
LV76	Sheridan-Grace Apartments	3800 N. Lake Shore Drive	I, HD-C	
LV80	N/A	644 W. Grace Street	I, HD-C	
LV81	N/A	648 W. Grace Street	I, HD-C	
LV87	N/A	629-631 W. Sheridan Road	I, HD-C	
LV93	The Annabelle Apartments	661 W. Sheridan Road	I, HD-C	
LV94	N/A	665 W. Sheridan Road	I, HD-C	
LV95	N/A	W. Sheridan Road & N. Lake Shore Drive	I, HD-C	
LV99	N/A	644-646 W. Sheridan Road	I, HD-C	
LV103	N/A	668-672 W. Sheridan Road/ 3915-3917 N. Pine Grove Avenue	I, HD-C	
LV106	N/A	3939 N. Pine Grove Avenue	I, HD-C	
LV107	The Pine Crest Apartments	3941 N. Pine Grove Avenue	I, HD-C	
LV108	Lake Shore Towers	3920 N. Lake Shore Drive	I, HD-C	
LV110	N/A	3950 N. Lake Shore Drive	I, HD-C	

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

**Table 3**

**Resources within the Area of Potential Effects  
 Recommended Eligible for the National Register of Historic Places**

<b>HPI Resource Number</b>	<b>Name</b>	<b>Address/Location</b>	<b>NRHP Status/Recommendation</b> (I - Individual Resource, HD-C - Historic District Contributor; HD-NC - Historic District Non- Contributor)	<b>Other Notes</b>
UP05	Walt Disney Magnet Elementary School	4140 N. Marine Drive	I, HD-C	
UP07	The Polo	4180 N. Marine Drive	I, HD-C	
UP09	N/A	4200 N. Marine Drive	I, HD-C	
UP12	Imperial Towers	4250 N. Marine Drive	I, HD-C	
UP14	Brunhild Tower	4300 N. Marine Drive	I, HD-C	
UP19	The Boardwalk	4343 N. Clarendon Avenue	I, HD-C	
UP26	Lakeview Towers	4550 N. Clarendon Avenue	I, HD-C	
UP28	Weiss Memorial Hospital and Lakeshore Medical Center	4646-4720 N. Marine Drive (East side of N. Clarendon Avenue, W. Wilson Street to W. Lakeside Place)	I, HD-C	
UP31	The Clarendon Shores	4750 N. Clarendon Avenue	I, HD-C	
UP33	Chicago Lakeshore Hospital	4840 N. Marine Drive	I, HD-C	
UP41	Carmen-Marine Apartments	5030 N. Marine Drive	I, HD-C	
UP42	N/A	5040-5060 N. Marine Drive	I, HD-C	
EG02	The Saddle & Cycle Club	900 W. Foster Avenue	I, HD-C	
EG08	The Statesman	5601 N. Sheridan Road	I, HD-C	
EG09	Brockton Apartments and The Bryn	5600-5630 N. Sheridan Road	I, HD-C	
EG10	St. Andrew Greek Orthodox Church	5649 N. Sheridan Road	I, HD-C	
EG12	Sheridan Tower	5650 N. Sheridan Road	I, HD-C	
EG14	The Pomeroy	5650 N. Kenmore Avenue/ 1039 W. Hollywood Avenue	I, HD-C	
EG15	Beaconsfield-Hollywood Apartments	1055-1065 W. Hollywood Avenue/ 5641 N. Winthrop Avenue	I, HD-C	
EG19	Hollywood Towers	5701 N. Sheridan Road	I, HD-C	
EG20	Hollywood House Apartments	5700 N. Sheridan Road	I, HD-C	

**Resources within the Area of Potential Effects  
Recommended Eligible for the National Register of Historic Places**

<b>HPI Resource Number</b>	<b>Name</b>	<b>Address/Location</b>	<b>NRHP Status/Recommendation</b> (I - Individual Resource, HD-C - Historic District Contributor; HD-NC - Historic District Non- Contributor)	<b>Other Notes</b>
EG24	The Mediterrania	1060 W. Hollywood Avenue	I, HD-C	
EG25	N/A	5700 N. Winthrop Avenue	I, HD-C	

**SHPO Response  
October 15, 2021**





# Illinois Department of Natural Resources

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

JB Pritzker, Governor  
Colleen Callahan, Director

Illinois Department of Transportation

Re: North Lake Shore Drive Phase I Study  
E. Grant Ave. to W. Hollywood Ave.  
Cook County, Chicago, Illinois

IDOT Job No. P-88-004-07  
MFT Section No. 07-B6151-00-PV  
SHPO Log#005031017  
Section 106 Final Historic Properties Identification Report

Thank you for the opportunity to comment on the Section 106 Final Historic Properties Identification Report of August 24, 2021. We have considered the information in the report and our comments are as follows:

- We would like to recommend North Lake Shore Drive as a linear resource with a viewshed, offering the perspective that historic resources contribute to NLSD as a resource and possibly a Historic District (HD) to include the harbors and surrounding landscape vistas (Example: CT State HWY Route 15: Merrett Parkway NRHP for Landscape Architecture, Transportation, Architecture).
- We concur with the adjusted Area of Potential Effects (APE) to include the North Avenue Beach hook and Belmont Harbor revetment wall.
- We recognize the Jardine Plant and Olive Park (1000 E. Ohio) as a single eligible resource and we would like to ask that the boundary include the plant (DOE Oct. 10, 2017, SHPO Log#002091517).
- We concur with the revised APE limits to include 811 W. Eastwood, 804 W. Lakeside Place, 809 W. Lawrence Avenue, 811 W. Lawrence Avenue, 817 W. Lawrence Avenue, 819 W. Lawrence Avenue, and 823 W. Lawrence Avenue.
- We concur with the addition of the "Welcome to Edgewater" artwork in response to comments received.
- We concur with the clarifications to historic context of Lincoln Park in response to comments received.
- We concur with the final APE, that includes (1) the entirety of Lincoln Park and five community areas: Gold Coast HD, Lakeview HD, Meekerville HD, Buena Park HD, and Bryn Mawr HD (Table 1), (2) six individually listed properties: 860-880 N. Lake Shore Dr., 140 E. Walton Pl., 2021 N. Stockton Dr., 640 W. Irving Park Rd./4030 N. Marine Drive, and 555 N. Sheridan Rd (Table 1), and (3) two National Historic Landmarks (NHL): the Alfred Caldwell Lily Pool and the James Charnley House Museum (Table 1).
- We concur with the 11 resources previously determined eligible for NRHP listed in Table 2.
- We concur with the final Historic Property Identification Report for 147 as individually eligible for the NRHP, including those previously determined eligible, and the five proposed eligible historic district boundaries of Near North Side, Lincoln Park, Lakeview, Uptown, and Edgewater (not to be confused with existing HD names).
- We concur with the Lincoln Park Period of Significance (POS) from 1857-1944. The properties that fell within the 1994 nomination POS have been reevaluated from 1945 through the 1971-1981 sliding scale. We concur that the 1994 nomination should be updated from the original 181 contributing resources and 77 non-contributing resources to the updated 114 contributing resources and 109 non-contributing resources per Table C-1.



# Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271  
[www.dnr.illinois.gov](http://www.dnr.illinois.gov)

JB Pritzker, Governor  
Colleen Callahan, Director

- We concur that the 1954 Berwyn Avenue Underpass (147) is a contributing structure to Lincoln Park, but the 2017 mural (147a) is non-contributing.
- We concur with 143 resources recommended as individually eligible for the NRHP listed on pages 1-8 of Table 3 beginning with resource NN02.
- We would like more evidence that the Clarendon Park Community Center is eligible for the NRHP as a contributing resource to the proposed NLSU Uptown Historic District (HD), specifically, as retaining structural integrity.

We look forward to working with you more on this project.

C.J. Wallace  
Manager, Regulatory Review & Compliance  
Illinois State Historic Preservation Office

**IDOT Response Letter to SHPO  
November 4, 2021**



REDEFINE THE DRIVE

# Memorandum

Re: North Lake Shore Drive Phase I Study  
E. Grand Avenue to W. Hollywood Avenue  
Cook County, Chicago, Illinois

Date: November 4, 2021

IDOT Job No. P-88-004-07  
MFT Section No. 07-B6151-00-PV  
Sequence Number 18339

## Section 106 – Final Historic Properties Identification

### Report

Responses to State Historic Preservation Office (SHPO)  
Comments

The purpose of this memorandum is to provide additional justifications to comments/requests by the SHPO in a letter dated October 15, 2021. The project team appreciates the concurrence provided from the SHPO on specified components of the Final Historic Properties Identification (HPI) report as noted in the referenced letter. The following responses are provided to address outstanding comments and recommendations from the SHPO. Comments are provided in bold with responses following.

***We would like to recommend North Lake Shore Drive as a linear resource with a viewshed, offering the perspective that historic resources contribute to NLSD as a resource and possibly a Historic District (HD) to include the harbors and surrounding landscape vistas (Example: CT State HWY Route 15: Merrett Parkway NRHP for Landscape Architecture, Transportation, Architecture).***

As requested, the NLSD project team reviewed the 1991 Merritt Parkway Historic District listing on the NRHP. Considering this example, the following summarizes how NLSD is described within the 1994 Lincoln Park NRHP nomination form:

NLSD and adjacent park landscape, including harbors and lagoons, are already designated on the NRHP as part of the 1994 Lincoln Park Historic District listing. The Drive and such landscape elements are documented as important character-defining features in the nomination form. As explained in Section #7, pages 32-33, of the nomination form:

Historically, Lake Shore Dr. was a pleasure drive for carriages that served as Lincoln Park's boulevard linkage to the South parks.... Lake Shore Dr. was also intended as a boulevard connection to the city's northern limits since 1875. The construction of the drive northward was completed in stages including sections which incorporated existing park roads and other sections on new

**North Lake Shore Drive Phase I Study**  
**Section 106 – Final Historic Properties Identification Report**  
**Responses to SHPO Comments; Sequence No. 18339**  
**Page 2 of 4**

landfill. This effort to expand Lake Shore Dr. northward caused Lincoln Park to increase to what is now 1208 acres.... The drive's current appearance primarily resulted from a WPA funded project between 1937 and 1941. Lake Shore Drive was developed as a Limited Access Highway that would provide a continuous traffic route through the park.

In addition to this introductory statement, both Section #7 and Section #8 include many references to the development of NLSD as well as associated bridges, underpasses, passerelles, and adjacent roadways.<sup>1</sup>

The harbors, lagoons, and other landscape features adjacent to NLSD are also well-documented in the Lincoln Park NRHP nomination form. In fact, in addition to these features, the Drive and various extensions were designed, and sometimes even built, by park designers such as Nelson & Benson and Ossian Cole Simonds.<sup>2</sup>

The development of NLSD was largely spurred by practical matters such as needs for lake shore protection, a functional circulation system within Lincoln Park, and a linear boulevard that would provide connections to other areas north and south of the park. However, throughout the park's history, views and vistas of the lakefront were also considered a priority by its designers, administrators, and the public. As explained in the Lincoln Park nomination form (Section #8, p. 49), as early as 1864, the Chicago Common Council noted that along with an interior waterway for boating and skating, planned park improvements would provide "a full view of the entire shipping of the lake." This theme continued over the decades. For example, Section #8, p. 71 illuminates the importance of lake views to O.C. Simonds's plans for the park's extension. Paraphrasing a 1907 article in the *Chicago Evening Post*, the nomination form notes that Simonds took "Lake Michigan as an inspiration for the design of the extension," and emphasized the "care taken to incorporate views and vistas into its design." In Section 8, pp. 79-81, the nomination describes the ambitious late 1930s NLSD extension project. This limited-access highway served as a continuous boulevard that afforded beautiful views of the park and the lakefront.

With historic and current plans and maps that include NLSD, harbors, and other features, the Lincoln Park Historic District NRHP form thoroughly documents the contributions of NLSD, harbors, landscape, and vistas to the listed resource. As such, an additional designation of these features would be duplicative and is not recommended.

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<sup>1</sup> See Lincoln Park NRHP nomination form, Section #7, at pp. 14-17, 20-24, 28-36, and Section #8, at pp. 54-55, 57-61, 64-65, 71-73, 76, 79-83.

<sup>2</sup> See contributions in the Lincoln Park NRHP nomination form, in Section #7, at pp. 6-9, 14, 22-23, 25-28, 31-34, and Section #8, at pp. 53, 57-58, 71-75.

***We recognize the Jardine Plant and Olive Park (1000 E. Ohio) as a single eligible resource and we would like to ask that the boundary include the plant (DOE Oct. 10, 2017, SHPO Log #002091517).***

Concur. The boundary of Milton Lee Olive Park [NN04] (1000 E. Ohio Street) has been extended to include the Jardine Plant. This will be reflected on Exhibit B-1 of the Final HPI.

***We would like more evidence that the Clarendon Park Community Center is eligible for the NRHP as a contributing resource to the proposed NLSU Uptown Historic District (HD), specifically, as retaining structural integrity.***

The Clarendon Park Community Center [UP22] is recommended as eligible as a contributing resource to the proposed NLSU Uptown Historic District. Additional evidence is provided below:

As explained by National Register of Historic Places Bulletin #15, *How to Apply the National Register Criteria for Evaluation*, “Integrity is based on significance: why, where, and when is important. Only after significance is fully established can you proceed to the issue of integrity.”

The Clarendon Park Community Center is significant under Criterion A as a park and recreation center that has served community needs throughout its Period of Significance. Adapted from a defunct 1916 bathing pavilion, the building and its surrounding greenspace have continuously provided valuable public amenities to an underserved community since the 1930s.

The significant historic property includes the greenspace adjacent to the Clarendon Park fieldhouse. Made out of fill in the mid-1930s, the parkland was improved to include athletic fields. These quickly became used for baseball and football during the warmer months and flooded in wintertime for ice-skating. Softball (which remains a popular activity in the park along with soccer and football) began to be played on the fields in the 1950s.

Some alterations were made to the building in the 1930s. By the late 1960s, much of the original historic structure had been demolished. The Chicago Park District began a major renovation project in 1972 that included the removal of the towers and construction of the gym addition. Based on that date, and the significance of the property under Criterion A for its history as a recreation center (not a bathing pavilion), it could be persuasively argued that the property (structure and greenspace) retains all seven aspects of integrity. (It should be noted that original pilasters and other architectural details are still visible along several facades. Additionally, the greenspace, which dates to the 1930s, is included in the integrity analysis.)

The survey form provided in the Final HPI recommends that the property is eligible under both Criteria A and C for listing on the NRHP. This interpretation, which places more emphasis on the original design and use of the property as a municipal bathing pavilion, led to an analysis that the property retains only integrity of location, setting, feeling, and association. Changes and alterations made during the Period of Significance are often viewed as having less of an impact on integrity if they relate to the significance of the property. The transformation of the building and landscape from a bathing pavilion and municipal

**North Lake Shore Drive Phase I Study**  
**Section 106 – Final Historic Properties Identification Report**  
**Responses to SHPO Comments; Sequence No. 18339**  
**Page 4 of 4**

beach to a recreation center and park during the 1930s is an important part of the property's significance.

There are many examples of designated historic districts that include contributing resources that do not possess all seven aspects of integrity. The West Argyle Street NRHP Historic District, for instance, includes a number of commercial and mixed-use buildings that have had extensive storefront alterations. Similarly, the Chicago Park Boulevard System NRHP Historic District encompasses many properties that lack substantial integrity. In addition to the various areas that have wholesale demolition of historic properties, this historic district includes dozens of contributing properties that have had major alterations or additions, or lack visible historic fabric.

There are even examples of buildings individually listed on the NRHP that have had major architectural alterations and are still determined to possess sufficient integrity. For example, the Central Park Theater at 3531-3539 W. Roosevelt Road in Chicago, listed under Criteria A and C, had undergone major alterations to its storefronts and its original and later marquee had been demolished at the time of its designation. (The secondary facades are not at all distinguished, and thus the loss of original fabric to the primary facade is all the more dramatic.)

The analysis of integrity should also take into consideration that the property is proposed as a contributing resource to a historic district rather than as an individual listing. The Clarendon Park Community Center's recommendation as a contributing resource to the proposed Uptown NLSD historic district ties in with its significance to the adjacent residential area, having provided vital recreational and social services to the surrounding community since its conversion in the 1930s.

Considering the described approach and analysis of the Clarendon Park Community Center, in addition to cited and considered examples of listed altered properties, it was determined that the property retains sufficient integrity to be recommended as an eligible contributing resource to a proposed historic district.



**SHPO Response**  
**May 5, 2022**



# Illinois Department of Natural Resources

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

JB Pritzker, Governor  
Colleen Callahan, Director

**Cook County  
Chicago**

**Roadway Reconstruction, Realignment and Improvements  
FAP 341 (U.S. 41/North Lake Shore Dr.) between Grand Ave. and Hollywood Ave.  
IDOT-P-91-409-13, IDOT Seq #-18339  
SHPO Log #005031017**

**May 5, 2022**

**Emilie Land  
Illinois Department of Transportation  
2300 S. Dirksen Parkway  
Springfield, IL 62764**

**Dear Ms. Land:**

**Thank you for your response to our comments from October 15, 2021, dated Nov. 4, 2021. In response to your comments addressing North Lake Shore Drive as a linear resource, we recognize that the Lincoln Park Historic District NRHP form thoroughly documents the contributions of NLSD, harbors, landscape and vistas to be the listed resource. We do not consider recognition of the linear resource duplicative, but inclusive and recognizes its significance beyond the current NRHP documentation. The Lincoln Park NRHP boundary includes only portions of NSLD. According to the City of Chicago's GIS map, NSLD from the southern boundary of the APE north to East Lake Shore Drive and from Melrose to Irving Park are not in the Lincoln Park Historic District. NLSD has significance beyond the park, geographically, historically and culturally.**

**Thank you for your Concurrence regarding the Jardine Plant and Olive Park as a single eligible resource.**

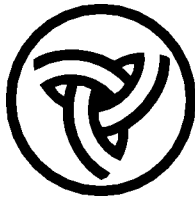
**We concur, given additional evidence, that the Clarendon Park Community Center is eligible as a contributing resource to the proposed NLSD Historic District.**

**Sincerely,**

**Carey L. Mayer, AIA  
Deputy State Historic  
Preservation Officer**

**c: Brad Koldehoff, Illinois Department of Transportation**

**IDOT Response Letter to SHPO  
August 3, 2022**



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

**Cook County  
Chicago  
FAP 341, US 41/North Lake Shore Drive  
Road Reconstruction, Realignment & Improvements  
Job # P-91-409-13  
IDOT Sequence #18339  
SHPO Log #005031017**

**August 3, 2022**

## **FEDERAL 106 PROJECT – Architectural Resource Identification - Amended**

Ms. Carol J. Wallace  
Cultural Resources Coordinator  
Illinois State Historic Preservation Office  
Illinois Department of Natural Resources  
1 Old State Capitol Plaza  
Springfield, Illinois 62701

Dear Ms. Wallace:

In continuing consultation with your office for the above referenced undertaking, the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA) completed the identification of architectural and historic resources within the Area of Potential Effects (APE) and submitted the Historic Properties Identification (HPI) Report to your office on September 2, 2021.

During resulting coordination with your office concerning comments to said report, the State Historic Preservation Officer's (SHPO) suggested recommendations were made to the HPI regarding expanding the National Register of Historic Places (NRHP)-eligible Olive Park boundaries to include the Jardine Plant and noting the Clarendon Park Community Center as a contributing resource to the proposed NLSU Uptown Historic District. Per your office's May 5, 2022 clarification, an eligibility evaluation of N. Lake Shore Drive itself was completed; subsequently IDOT and FHWA are recommending that the Drive between Grand Avenue and Hollywood Avenue (the project limits) is eligible for the NRHP as a linear resource (historic district) with contributing viewsheds, features and landscapes. For your review, the modifications to the final HPI regarding the N. Lake Shore Drive as an eligible linear resource are documented in the attached memo and maps.

As a result of these changes, the HPI has found 14 resources listed on the NRHP, 11 resources previously determined eligible for the NRHP, and 149 resources recommended eligible for the NRHP. Once all of the historic resources and their statuses are finalized, a corrected final HPI with all updates will be sent out to you and project's consulting parties (for a list of the project's consulting parties, please see Appendix K of the HPI).

In coordination with FHWA, IDOT requests the concurrence of the SHPO that N. Lake Shore Drive is eligible for the NRHP as a linear resource within its own historic district. In accordance with 36 CFR Part 800.3(c)(4), if the SHPO does not object in writing in 30 days to our determinations, FHWA and IDOT will proceed to the next step in the Section 106 process.

Sincerely,

A handwritten signature in cursive script that reads "Joseph M. Galloy".

Joseph M. Galloy, PhD, RPA  
Cultural Resources Unit Manager  
Chief Archaeologist & NAGPRA Officer  
Bureau of Design & Environment



**REDEFINE THE DRIVE**

# Memorandum

Re: North Lake Shore Drive Phase I Study  
E. Grand Avenue to W. Hollywood Avenue  
Cook County, Chicago, Illinois

Date: May 25, 2022

IDOT Job No. P-88-004-07  
MFT Section No. 07-B6151-00-PV  
Sequence Number 18339

**Section 106 – Final Historic Properties Identification Report**  
Response to State Historic Preservation Office (SHPO)  
Comments

The purpose of this memorandum is to respond to the SHPO letter dated May 5, 2022. The letter recognizes the SHPO's concurrence regarding the Jardine Plant and Olive Park as a single eligible resource, as well as the Clarendon Park Community Center as eligible for the NRHP. The SHPO letter also requests North Lake Shore Drive (NLSD) be recommended as a single linear historic resource.

***IDOT concurs with this request and is recommending NLSD as a linear resource within an eligible historic district to the NRHP.*** Consistent with other eligibility recommendations made in the Final Historic Properties Identification (HPI) report, the report will be updated to include the following information (as Section 4.2):

## ***North Lake Shore Drive – Recommended as an Eligible Linear Resource***

*As summarized in the Historic Context statement in Section 3.1, NLSD was an important theme and feature in the development of Lincoln Park and its significance is also intrinsically tied to the history of the adjacent communities. NLSD is recognized as a character defining feature of the historic landscape of Lincoln Park, however, NLSD itself has significance beyond Lincoln Park geographically, historically, and culturally. Therefore, NLSD is recommended as a linear resource within an eligible historic district for the NRHP. This recommended eligible historic district would overlap with the 1994 Lincoln Park listed historic district and is shown on the exhibits in Appendix B.*

*The proposed NLSD Historic District meets NRHP criteria A, B, and C, and possesses excellent integrity. Having begun in the 1860s and evolving over many decades, NLSD meets Criterion A as it reflects important patterns of history for Chicago, its lakefront, and several North Side neighborhoods. Along with its importance as a pleasure drive in Lincoln Park, NLSD is significant for spurring the creation of*

**North Lake Shore Drive Phase I Study**  
**Section 106 – Final Historic Properties Identification Report**  
**Response to SHPO Comments; Sequence No. 18339**  
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*lakefront communities (including on landfill) and development of high-quality buildings that have attracted generations of Chicagoans.*

*The linear district warrants listing under Criterion B for its association with a large number of individuals who made substantial contributions to history. These include developers John J. Mack, Herbert Greenwald, and Arthur Wirtz, who built numerous buildings along the corridor and each lived in one of them; noteworthy businesspeople/philanthropists: George W. Borg (Borg-Warner), Ogden T. McClurg (A.C. McClurg), Edward T. Ryerson (Inland Steel), David F. Bremner (Bremner Biscuit Company), and Harris Pearlstein (Pabst Brewing Co.); political leaders U.S. Congressman Sidney Yates and Illinois Governor Dwight Green; physicians and surgeons Dr. Julia C. Strawn, Dr. Max Thorek, and Dr. Frank Schram; and many others, including columnist Eppie Lederer, sculptor Sylvia Shaw Judson; Chicago Symphony Orchestra conductor Frederick Stock; and pioneer soap opera writer Irna Phillips.*

*The district meets Criterion C for significance in landscape architecture as well as manifold noteworthy examples of architecture including buildings that represent distinctive characteristics of a type or period; reflect high artistic values; and/or were the work of acclaimed designers. Among dozens of examples are luxury apartments, apartment hotels, and high-quality low-rises; superb examples of the Beaux Arts, Revival, and Art Deco styles; and noteworthy buildings by talented architects such as William Le Baron Jenney; Treat & Foltz; Howard Van Doren Shaw; Robert DeGolyer; Lawrence Hallberg; Marshall & Fox; Mies van der Rohe; Harry Weese & Assoc.; and Dubin, Dubin, Black & Moutoussamy.*

The following references from the Final HPI report Historic Context statement also support this recommended NLSD NRHP Historic District:

**NLSD's Early Development**

- Late 1860s: Lincoln Park's original designers, Nelson & Benson, conceived of NLSD as a lakefront pleasure drive at the eastern edge of park; a 40-foot-wide clay and gravel roadway was largely completed by 1871 (Along existing Cannon Drive roadbed, from Diversey Parkway to south end of South Pond) (HPI, p. 11)
- Early 1870s-1875: A 200-foot-wide, three-quarter-mile-long NLSD boulevard extension was completed between North Avenue to Oak Street (HPI, p. 11)
- Late-1870s-mid-1880s: The City's elite began building large homes and rowhouses along NLSD between North Avenue and Oak Street and on adjacent east-west streets (HPI, pp. 13-14)
- Mid-1880s: Severe lake shore erosion spurred the next development of Lincoln Park and NLSD; a landfill addition east of the existing park stretched from Diversey Parkway to North Avenue and included new Outer Drive from North Avenue to Fullerton Avenue. (The project would leave the original Lake Shore Drive in place, i.e., Inner Drive and Cannon Drive.) (HPI, p. 15)



### **Lakeview Residents Rally to Extend the Drive**

- Late 1880s-mid-1890s: Citizens of the newly-annexed Lakeview Township rallied for an ambitious northern extension to NLSD. While this proposal lagged, lakefront property owners near Belmont Avenue agreed to pay a special assessment for the NLSD extension between Belmont Avenue and Byron Street (now Inner Drive from Belmont Avenue to W. Sheridan Road). The extension would run north from the recently completed Lake View Avenue (HPI, pp. 16-17).
- Late 1880s-Late 1890s: NLSD extended from Oak Street to Ohio Street. The project included bicycle and bridle paths, lawn, and a paved beach with a stone sidewalk (HPI, p. 17).
- Late 1890s-Early 1900s: The new Oak Street to Ohio Street NLSD extension attracted development of fine single-family homes and early luxury apartment buildings (HPI, pp. 18-20).
- Early 1900s: Connecting east-west stretch of Lake Shore Drive (then called the Oak Street extension and now E. Lake Shore Drive) is completed. Lincoln Park Commissioners sold titles to submerged land between the old shoreline and new roadway. Fine luxury apartments soon rose overlooking this part of the lakefront (HPI, p. 66).

### **Park Expansion Continues After Turn of the Twentieth Century**

- Early 1900s-Mid-1910s: A 275-acre landfill extension of Lincoln Park from Fullerton Avenue to Cornelia Avenue is proposed. Designed by renowned landscape architect O.C. Simonds, the project included a new boating harbor at the foot of Belmont Avenue, a large oblong island between Diversey Parkway and Fullerton Avenue, and an NLSD extension from Diversey Parkway to Cornelia Avenue (HPI, pp. 22-23).
- Mid-1910s: The NLSD extension between Diversey Parkway and Cornelia Avenue prompted development of various residential building types; luxury apartments rose overlooking Belmont Harbor and, nearby to the west, low-rise flats of various sizes attracted upper-middle-class tenants (HPI, pp. 26-27).
- Early 1900s-mid 1910s: “The Sands,” a triangular area north of Chicago River and east of Michigan Avenue, attracted squatters like George Wellington Streeter who made questionable land claims, causing litigation that held up development of the area (HPI, pp. 65-66).
- Mid-Late 1910s: With Streeter’s claims resolved, lakefront development between Ohio St. and the Chicago River began booming along a newly-completed stretch of NLSD. The development included Navy Pier and several industrial buildings (HPI, pp. 70-71).
- Mid-1910s: North Siders successfully rallied for a \$1 million bond to begin the next phase of landfill to extend the park’s northern boundary. Breakwaters were constructed between Cornelia and Montrose Avenues, but work halted when United States entered WWI (HPI, p. 29).

### **Popularity of Lakefront and Rising Use of Automobiles Spur Development**

- Mid-1910s -1920s: Rising interest in active recreation prompts improvements to Lincoln Park. The park provides opportunities for swimming, boating, bicycling, baseball, roque, croquet, fly-casting, and golf (HPI, pp. 29).
- Late 1910s-1920s: A flurry of residential development occurs with various building types in the area including luxury apartments, co-ops, apartment hotels, courtyard buildings, and low-rise flats (HPI, pp. 31-36).
- Early 1920s: Increasing automobile use led Lincoln Park Commissioners to extend the Outer Drive across Simmons Island (HPI, p. 29).
- Mid-to-Late 1920s: Lincoln Park Commissioners completed a five-mile-long high-speed safety boulevard that included an extension from Irving Park Road to Montrose Avenue, and built new stone bridges at North Avenue, Irving Park Road, and Montrose Avenue (HPI, p. 30).
- Mid-1920s-Early 1930s: Lincoln Park Commissioners began the Montrose Avenue to Foster Avenue expansion of the park. Approvals for the ambitious project were made in the late 1920s. Construction of the 259-acre landfill extension began in 1931 (HPI, pp. 29-30).
- Early 1930s: The NLSD extension between Montrose Avenue and Foster Avenue, with grade separations at Montrose Avenue, Wilson Avenue, and Lawrence Avenue, Art Deco bridges at Wilson and Lawrence, and cloverleaf-shaped ramps, is completed (HPI, p. 31).

### **Depression Era Improvements**

- Mid-1930s: After improvements had slowed due to the Depression, the Chicago Park District (CPD) formed in 1934 to access WPA funding (HPI, pp. 37-38).
- Mid-late 1930s: Montrose park landfill extension is completed with drives, bridges, beaches, and other features east of NLSD (HPI, pp. 37-38).
- Late 1930s-Early 1940s: CPD receives WPA funds for a new Outer Drive Improvement with grade separations including new Art Deco Bridges at LaSalle Drive, Fullerton Avenue, and Belmont Avenue (HPI, p. 39).
- Late 1930s-1940: The Outer Drive project includes construction of a new LaSalle Drive connection with a grade separation at NLSD (HPI, p. 39).
- Late 1930s-early 1940s: The Outer Drive project includes filling the Fullerton Avenue channel so that South end of Simmons Island becomes a peninsula (HPI, p. 39).
- 1940: To provide pedestrian and bicycle access across NLSD, the Passerelle is constructed near North Avenue (HPI, p. 40).

### **Post WWII Improvements**

- Early-Mid 1950s: To address traffic bottlenecks at Foster Avenue, NLSD is extended to the Hollywood Avenue terminus, including a park extension to Ardmore Avenue (HPI, p. 41).

- Late 1950s: President Eisenhower signed the Federal-Aid Highway Act, thereby creating the interstate highway system which would lead to the designation of NLS D as interstate highway (HPI, p. 41).
- Late 1950s: CPD ceded control of NLS D to the City of Chicago as part of a “functional merger” (HPI, p. 41).
- Early 1950s-1960s: After a longtime housing shortage, new Modern high-rise apartments develop along NLS D (HPI, pp. 42-49).
- Early-Mid 1960s: Under Mayor Daley’s leadership, the lakefront bicycle and jogging path is created (HPI, p. 52).

### **Mid-20th Century**

- Mid-1960s: Traffic snarls lead to construction of the Oak Street grade separation at Michigan Avenue and NLS D (HPI, p. 51).
- Mid-1960s: Safety and efficiency improvements between W. Irving Park Road and W. Carmen Avenue included widening roadway and bridges at Irving Park Road, Montrose Avenue, Wilson Avenue, and Lawrence Avenue (Irving Park Road and Montrose Avenue bridges were replaced entirely); extending the Buena Avenue underpass; and eliminating the original cloverleaf interchanges (HPI, p. 51).
- Mid-1960s: After the state approves the Illinois Condominium Property Act of 1963, some of the City’s first condos rise along NLS D (HPI, p. 56).
- Mid-1960s-Early 1970s: As Modern high-rises became increasingly popular, developers planned higher-density projects, including Lake Point Tower and replacement of Edgewater Beach Hotel, with a series of residential towers (HPI, pp. 55-57).
- Early 1970s-1980s: A project began to improve the old S-curve on NLS D near the Chicago River and approaches at adjacent streets. While work began in 1972 and progress included initial construction on a new Columbus Drive bridge by 1979, the entire S-Curve project would not reach completion until well into the 1980s (HPI, p.52).

**SHPO Concurrence  
September 12, 2022**



# Illinois Department of Natural Resources

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

JB Pritzker, Governor  
Colleen Callahan, Director

Cook County  
Chicago

Roadway Reconstruction, Realignment and Improvements  
FAP 341 (U.S. 41/North Lake Shore Dr.) between Grand Ave. and Hollywood Ave.

IDOT-P-91-409-13, IDOT Seq #-18339, SHPO Log #005031017

September 12, 2022

Joseph Galloy  
Illinois Department of Transportation  
Bureau of Design and Environment  
2300 S. Dirksen Parkway  
Springfield, IL 62764

Dear Dr. Galloy:

Thank you for your amended letter of August 3, 2022 for North Lake Shore Drive Road Reconstruction, Realignment, and Improvements, notifying us of the completion of the architectural and historic resources within the Area of Potential Effects (APE) and the Historic Properties Identification (HPI) Report of Sept. 2, 2021.

The SHPO concurs with IDOT's Architectural Resource Identification:

- Suggested recommendations made to the HPI regarding including the Jardine Plant as a National Register of Historic Places (NRHP)-eligible resource and noting the Clarendon Park Community Center as a contributing resource to the proposed NLSU Uptown Historic District.
- North Lake Shore Drive between Grand Avenue and Hollywood Avenue (the project limits) is eligible for the NRHP as a linear resource (historic district) with contributing viewsheds, features and landscapes, as documented in the memo and maps supplied in the August 3, 2022 letter.
- Identification of 15 resources listed on the NRHP, 10 resources previously determined eligible for the NRHP, and 150 resources recommended eligible for the NRHP as noted in Appendix K of the HPI.

We look forward to continued consultation.

Sincerely,

Carey L. Mayer, AIA  
Deputy State Historic Preservation Officer  
CLM

C: Emilie Land, Illinois Department of Transportation