

**Architecture/History Survey Report
North-South Bus Rapid Transit (BRT) Project
City of Madison
Dane County, Wisconsin**

**Prepared for
City of Madison Metro Transit**

**Prepared by
Chronicle Heritage
Claire Egly, MS, Architectural Historian
Kate Stanger, MS, Architectural Historian**

April 2025

W-2152

1.0 INTRODUCTION

The City of Madison (City) is proposing a north-south bus rapid transit (BRT) route. The project is pursuing funding through the Federal Transit Administration (FTA) and therefore it must comply with Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations 36 CFR Part 800. Section 106 requires the consideration of effects to historic properties, which are defined as any district, site, building, structure, or object listed in, or determined eligible for listing in, the National Register of Historic Places (National Register).

Chronicle Heritage (Chronicle) has been contracted by the City through AECOM to complete architectural history investigations for the project in accordance with Section 106 to identify historic properties that may be affected. The results of Chronicle Heritage's architecture/history survey are provided in this report.

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Madison, in partnership with the City of Fitchburg, Dane County, and Wisconsin Department of Transportation (WisDOT) is proposing an approximately 15-mile North-South Bus Rapid Transit route. The routing configuration, project activities, and improvements are predominately structured into a north, central, and south segment. The project's running configuration will connect north Madison, central Madison, south Madison, and the City of Fitchburg. The route will extend from Northport Drive and Knutson Drive on the north side of Madison to Fish Hatchery Road and McKee Road in the City of Fitchburg. It will be an on-street bus system with a combination of dedicated lanes, mixed traffic lanes, and bus-only lanes, with transit priority at traffic signals. 33 bus stations, nine of which will be shared in the central segment with the East-West BRT, will operate at both curbsides and medians. The North-South BRT line, an upgrade to existing Route B, will include 4.4 miles of new dedicated bus lanes and 4.7 miles of new mixed traffic lanes. In central Madison, about 3.5 miles of the route will be shared with the East-West BRT (Metro Rapid Route A). A map of the proposed route is provided in Appendix A. The completed North-South BRT route will have connections to bicycle and pedestrian facilities along its entire length. A shared-use path will be constructed along portions of Park Street as a part of the project. Construction will require some partial property acquisition consisting of narrow strips. Acquisition by both permanent (FEE) and temporary limited easements (TLE) are anticipated. Project activity is primarily confined within the existing right-of-way, and minimal roadway widening or reconstruction will be required outside of station areas.

On June 4, 2024, the City of Madison Common Council approved a Locally Preferred Alternative (LPA) for the North-South BRT. The project activities for the LPA generally consists of the following elements:

- Construction of approximately 9.1 miles of new BRT alignment consisting of mixed traffic and bus-only lanes (in addition to 2.4 miles where BRT buses will operate in local service and 3.5 miles of existing BRT alignment)
- Construction of 24 BRT stations
- Construction of an additional platform at an existing station
- Construction of an operator restroom and charging station at the southern terminus
- Transit signal priority
- Reconstruction of a portion of Park Street with bus-only lanes and a shared-use path
- Pedestrian crossing and connection improvements near new BRT stations
- Use of articulated electric buses procured in 2024 as part of the East-West BRT project

Implementation of the North-South BRT system in Madison and along 1.5 miles of Fitchburg is expected to result in the following:

- Connect key residential and commercial areas by providing rapid transit access
- Built and improved dedicated bus lanes along Fish Hatchery Road, Park Street, Packers Avenue, and Northport Drive with fewer stops
- No property relocations

The project elements are described in more details below.

2.2 OPERATIONS

The North-South BRT route will serve stations from the northern terminus at Kennedy Road in Madison to the southern terminus of Triverton Pike Drive in the city of Fitchburg. In central Madison, about 3.5 miles of the route will be shared with the East-West BRT that serves nine existing stations. The proposed project route and lane configurations are shown in Figure 1 of Appendix A. The North-South BRT will serve 33 stations. The North-South BRT runningway configuration is described in more detail below. Unless noted, no roadway widening or reconstruction will be required outside station areas.

North Segment

- On the one-way northern terminal loop along Northport Drive, Knutson Drive, Green Avenue, and Troy Drive, buses will operate in mixed traffic. The northern terminus will be a station at Kennedy Road; this facility will include a bus operator restroom and an overhead rapid charger, both of which will have been installed separately from the project.
- On Northport Drive and Packers Avenue between Troy Drive and Schlinggen Avenue, buses will operate in new dedicated center bus lanes. A southbound left turn lane would be added on Packers Avenue at International Lane.
- On Packers Avenue south of Schlinggen Avenue and on Commercial Avenue and North Street, buses will operate in mixed traffic. Additional improvements proposed for this segment include a crosswalk at the Aberg Avenue interchange.

Central Segment

In much of the central segment, no infrastructure improvements are planned since North-South BRT buses will share all lanes and stations with the East-West BRT. One exception is the possible construction of an additional shelter at East Campus Mall.

- On East Washington Avenue, buses will generally operate in existing dedicated center bus lanes, with mixed traffic operations between Butler Street and the Capitol Square. At the Milwaukee - North station, a new platform will be built on North Street for northbound North-South BRT buses.
- On State Street and Capitol Square, buses will operate in existing bus lanes.
- Buses will operate mostly in existing bus lanes between State Street and Park Street.
- At the westbound East Campus Mall station there are currently two platforms. East-West BRT buses stop at the west platform and N-S BRT buses will stop at the east platform. The construction of a shelter on the east platform would be included in the project.

South Segment

- On Park Street, buses will operate in a combination of mixed traffic and new dedicated bus lanes. New dedicated center-running bus lanes will be established between Vilas Avenue and Hughes Place. This cross section generally fits within the existing right-of-way but would require some strip acquisition and easements. Additional improvements proposed for this segment include a connection to an existing shared-use path near the Washington-Vilas station and a reconfiguration of Burr Oak Lane to replace the northbound channelized right with a traditional right turn. Where the roadway crosses Wingra Creek, the existing bridge would be resurfaced to allocate more space for bicycle and pedestrian uses.
- Shared-use path construction is planned for the west side of Park Street between Fish Hatchery Road and Badger Road. The path is necessary to replace the existing bike facility on Park Street.
- From the intersection of Hughes Place and Park Street to the intersection of Badger Road with Fish Hatchery Road, buses will largely operate in mixed traffic with minor intersection improvements. Northbound buses would operate in new dedicated side lanes for approximately 0.4 miles of Fish Hatchery Road.
- On Fish Hatchery Road between Greenway Cross and Caddis Bend, buses will mostly operate in new dedicated center lanes.
- The route on Caddis Bend, Cahill Main and continuing south to the southern terminus will be in mixed traffic.
- The southern terminus will be a station on Triverton Pike Drive between McKee Road and Brendan Avenue (McKee station). This facility will include a bus operator restroom and an overhead rapid charger, which will be installed as part of the North-South BRT Project. Extension of an existing shared-use path from Brendan Avenue to McKee Road is included with this project, which is necessary since Triverton Pike Drive would no longer suitably accommodate bikes on its own with the BRT station.

The bus operations along the length of the project route include a variety of side and center-running dedicated lanes, mixed traffic lanes, and bus-only lanes with transit priority at traffic signals as well as the 33 stations. This includes some lanes and stations which are partially shared with the existing East-West BRT in the central segment.

2.3 STATIONS

This project includes the construction of 24 BRT stations in its north and south segments, including side running stations (both singular and paired), center stations, and two terminus stations. In the central segment, nine existing stations would be used. The existing Milwaukee - North station would receive an additional platform to accommodate northbound buses. At East Campus station, a station structure is planned for the existing bus platform that was constructed with the East-West BRT. In addition, three alternate stations are currently considered. These alternate stations are anticipated at Park Street and University Avenue (central segment), Bassett Street and University Avenue and at Johnson Street (a one-way pair, central segment), and W. Badger Road and S. Park Street (south segment).

Stations will generally be between 50 and 60 feet long, and between 10 and 14 feet wide. Station locations were identified based on a variety of factors, including density and types of existing

development, intersection of other transit routes, pedestrian crossing infrastructure, and spacing from adjacent stations with a goal of each station spaced approximately one-half mile apart.¹ The 33 total stations are listed in Table 1.

TABLE 1. STATION LOCATIONS

Segment	Station	Position
North	Kennedy (northern terminus)	Side
	School - Northport	Side (northbound only)
	School - Troy	Center (southbound only)
	Troy - Northport	Center
	Sherman	Center
	Dryden	Center
	Elka	Center
	Schlimgen	Center
	Aberg	Side pair
	Commercial	Center
Central (existing stations shared with East-West BRT)	Milwaukee - North	Side (NB), existing Center (SB)
	Fourth Street	Existing Center
	First Street	Existing Center
	Baldwin	Existing Center
	Paterson	Existing Center
	Blair	Existing Center
	Capitol Square	Existing Side pair
	State Street	Existing Side pair
	East Campus	Existing Side pair
South	Regent - Park	Center
	Washington - Vilas	Center
	Erin	Center
	Fish Hatchery - Lakeside	Center
	Cedar	Center
	Plaenert - Wingra	Center
	Burr Oak	Center
	Hughes	Side pair
	Badger - Fish Hatchery	Center
	Greenway	Center
	Post	Center
	High Ridge	Center
	Cahill Main	Center
	McKee (southern terminus)	Side

¹ City of Madison, *Metro Rapid Route B: North-South BRT Locally Preferred Alternative Report*, City of Madison Department of Transportation, May 2024, p. 5.

Stations will be typical of modern BRT facilities. They are intended to provide enough space for people to circulate on the platform, be accessible to people with disabilities, and represent better passenger experience than a typical bus stop. Anticipated features of the BRT stations include level boarding, enhanced shelter and seating, enhanced lighting, security cameras, real-time information, heating, off-board fare payment, snowmelt, and station branding elements. Both north and south terminals will feature a station with electric bus charging to accommodate the articulated electrical buses procured for the East-West BRT and restroom infrastructure for drivers to use.

2.4 FLEET

The fleet consists of a total of 41 sixty-foot, low-floor, battery electric buses that were previously procured as part of the East-West BRT Project. The North-South BRT will use the battery electric buses currently in use by Route B.

2.5 FACILITIES

The northern terminus facility will be located at Kennedy Road. The southern terminus facility will be located at Triverton Pike Drive between McKee Road and Brendan Avenue. Both facilities include a bus operator restroom and an overhead rapid charger. The facilities at the northern terminal are being installed separately from this project.

2.6 CONCURRENT PROJECTS

The cities of Madison and Fitchburg have various concurrent construction projects underway or planned along the BRT route. Projects are listed from north to south in Table 2. Projects are in Madison unless otherwise noted.

TABLE 2. CONCURRENT PROJECTS

Project	Description	Status
Northport/Kennedy Charger and Operator Restroom	Planned construction of electrical box, overhead charger, and bus operator restroom at Northport and Kennedy.	In design
Knutson Drive Reconstruction (Green Avenue to Northport Drive)	Street resurfacing and redesign with features to control surface water runoff.	Under construction 2024-2025
Green Avenue Resurfacing	Street resurfacing of Green Avenue between Harper Road and Sauthoff Road.	Construction planned 2025
Troy Drive Railroad Bridge	Replacement of existing structure between Marcy Road and School Road on Troy Drive with wider bridge, leaving room for sidewalks on both sides.	In design
Northport Drive and School Road Traffic Signal	New traffic signal at the intersection of Northport Drive and School Road.	Completed and commissioned in 2024
Regent Street Reconstruction	Pavement reconstruction along Regent Street between Park Street and Camp Randall Stadium.	In design

TABLE 2. CONCURRENT PROJECTS (CONTINUED)

Project	Description	Status
Badger Rusk Shared-Use Path	Shared-use path along Badger Road and Rusk Avenue will connect existing paths near the corridor and require a partial road reconstruction.	In design
South Transfer Point Redevelopment	Mixed-use redevelopment of City-owned land surrounding proposed Hughes station.	In design
North Fish Hatchery Neighborhood Hub (2220 Traceway Drive)	New community center with park off Fish Hatchery Road in Fitchburg.	Opened in 2024
S Park St and W Washington Ave Redevelopment (NE corner)	Redevelopment of area known as the Triangle which consists of apartment buildings constructed between 1965-1978.	Phased construction 2026-2034

These projects were/are separate from the BRT project, have independent utility, and are not required for BRT to operate.

3.0 AREA OF POTENTIAL EFFECTS

A project's Area of Potential Effects (APE) is broadly defined under Section 106 as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties." The APE for the BRT project for above-ground resources (buildings and structures) encompasses properties that may be affected directly (physical, visual, or auditory impacts) or indirectly (secondary, future, or cumulative impacts) by any associated project activities. In consultation with the FTA, the APE considers where the project could alter a historic property's identity, what makes it architecturally or historically significant, and what allows it to convey that significance. For North-South BRT, the considerations for defining the APE primarily include physical impacts and visual/contextual impacts to buildings and structures. The proposed architectural history APE is defined as follows:

- The existing right-of-way along the entire LPA route (north, central, and south segments).
- Properties (parcels) within approximately 150 feet of all proposed new station locations, whether curbside or in the median.
- Properties (parcels) along North Street within approximately 150 feet of the new platform for the existing Milwaukee-North station.
- Properties (parcels) within approximately 150 feet of the three alternative stations under consideration as well as the proposed East Campus station.
- All properties (parcels) along Park Street within the limits of road reconstruction and shared-use path construction (from Badger Road to Fish Hatchery Road).
- Additional properties (parcels) identified based on possible increase in the footprint of station construction or possible variations in proposed new station locations.

Based on the limited nature and extent of certain project components, not all properties along the BRT route will be affected. Properties excluded from the APE include those outside of the proposed new station locations where there will be no roadway reconstruction or new shared-use

path construction. In those areas, the APE is limited to the existing right-of-way, since nothing is proposed that could introduce any new visual, auditory, or atmospheric elements that could potentially change the character of the immediate setting.

4.0 DESCRIPTION OF THE PROJECT AREA

The proposed North-South BRT route connects north Madison to south Madison and the City of Fitchburg by merging with the east-west BRT line in central Madison to form a north, central, and south segment. Beginning at the north terminus on Kennedy Road, the buses will operate in a counterclockwise loop onto Knutson Drive, Green Avenue, Troy Drive, and Northport Drive into Packers Avenue and Commercial Avenue, then connect to East Washington Avenue via North Street. At East Washington Avenue, the north segment of the route connects to the central segment of the East-West BRT line, which runs westwards through the center of Madison to the Capitol Square. After circling Capitol Square, buses will be routed along State Street through the University of Wisconsin-Madison campus, diverting onto both University Avenue and Johnson Street and proceeding to Park Street. The route continues southwards along Park Street to the City of Fitchburg via the W. Badger Road connection to Fish Hatchery Road, forming the south segment. The route reaches the south terminus at McKee Road and Triverton Pike Drive where it loops back onto Fish Hatchery Road.

4.1 HISTORICAL OVERVIEW

The North-South BRT route passes through several distinctive sections of the Madison metropolitan area, including multiple residential neighborhoods, the University of Wisconsin-Madison campus, and the City of Fitchburg. A brief historical overview of these areas follows.

4.1.1 North Segment

The north segment of the route is a densely developed commercial industrial corridor with concentrations of single and multi-family residences clustered into areas of similar style, footprint, size, construction, and date. These residences become less compact and increasingly contemporary as the route travels further north towards Northport Drive. Northern Madison was originally developed in the 1920s, after Madison's Central Marsh was drained and land became available to house the nearby factory workers, including factories such as Oscar Mayer (AHI# 239346, 910 Mayer Avenue, now known as OM Station: a multitenant, mixed-use campus beginning in 2017 (outside the APE))² and the French Battery Company (AHI #116051, 2317 Winnebago Street, nonextant).^{3 4} Buildings along the route predominately consist of early-to-mid-twentieth century housing, with twenty-first century subdivision development and mixed-use infill, as well as

² Jason Busch, "Future of Oscar Mayer Site Still Uncertain," *In Business Madison*, Dec. 1, 2023, https://www.ibmadison.com/industries/construction-real-estate/future-of-oscar-mayer-site-still-uncertain/article_297139bd-c28e-54df-a789-e67137db32c1.html.

³ "French Battery and Carbon Company," Historic Blooming Grove Historical Society, accessed January 27, 2025, <https://www.historicbloominggrove.org/french-battery-carbon-company>.

⁴ Hugh Prince, "A Marshland Chronicle, 1830–1960: From Artificial Drainage to Outdoor Recreation in Central Wisconsin," in *Journal of Historical Geography*, Volume 21, Issue 1, 1995, p. 3-22, [https://doi.org/10.1016/0305-7488\(95\)90003-9](https://doi.org/10.1016/0305-7488(95)90003-9).

dedicated green spaces such as Warner Park, Demetral Park, and the Oscar Mayer Fields baseball diamond quad.

The route passes through 10 distinct Madison neighborhoods including North Street, Carpenter-Ridgeway, Sherman, Berkley Oaks, East Bluff Homeowners, Lake View Hill, Kennedy Heights, North Lake Mendota, Lerdahl Park, and Mendota Hills. These neighborhood associations formed between 1970-2000 shaped the built environment within their designated borders through citizen input regarding neighborhood improvements, project approvals, and the rate and type of development. As a result, properties within these neighborhood boundaries are of similar age and design. Neighborhood associations also provide a social organization for citizens to meet, exchange ideas, suggest and approve projects, propose solutions, and implement plans.⁵ The East Bluff Condominiums (AHI # 108326) is indicative of this type of architectural and social development, as it is one of the oldest neighborhoods on Madison's north side and was the first condominium association in Wisconsin, founded in 1970.⁶

4.1.2 Central Segment

The central segment survey area is a continuation of the East-West BRT Project undertaken in 2021. The APE for the North-South central segment project area will only include properties within the two proposed alternate station locations, which are confined within the boundaries of the isthmus and the University of Wisconsin-Madison campus. The historic overview of these areas were reported on in the *Architecture/History Survey Report of the East-West Bus Rapid Transit (BRT) Project* conducted by Chronicle Heritage in October 2021 and is reiterated below.

Isthmus and Capitol Square

Madison is Wisconsin's capital and second largest city. The isthmus, the strip of land located between two lakes on which the city is located, was first identified by James Doty in 1829 when he traveled to the region for the first time. Doty was a federal judge and would go on to become governor of Wisconsin. In 1836, Madison was named the new capital of the Wisconsin Territory largely due to the persuasion of Doty.⁷ Some of the first permanent white settlers in the area were the Peck Family who built a cabin on what is today S. Butler Street near the capitol. Like Doty and the Pecks, many of the early settlers in Madison were from the northeast including New York and New England states. Waves of European immigration would soon follow over the next century.

By 1856, the population of Madison had grown to 6,684. The Madison and Mississippi Railroad (Milwaukee Road) was introduced just two years earlier in 1854. Like other nineteenth century settlements, the railroad was revolutionary and stimulated a large amount of development on the isthmus including the National Register-listed East Wilson Street Historic District (outside the APE) anchored by a historic train depot and several adjacent commercial buildings. The Simeon Mills Historic District, located along King Street outside the APE, was developed between 1845

⁵ City of Madison DPCED Planning, "Starting a Neighborhood Organization," City of Madison, accessed January 27, 2025, <https://www.cityofmadison.com/dpced/planning/neighborhoods/436#NA>.

⁶ "Welcome to East Bluff Condos," accessed January 27, 2025, <https://eastbluffcondos.com/>.

⁷ John Gruber and Katherine Rankin, *Madison's Pioneer Buildings: A Downtown Walking Tour* (Madison Landmarks Commission and Historic Madison, Inc, 1996), 2-3.

and 1936. It is a rare concentration of building stock from this era containing some of the oldest extant commercial buildings on the isthmus. Many prominent neighborhoods are located immediately adjacent to the capitol including the National Register-listed Mansion Hill Historic District (outside the APE) as well more modest neighborhoods including the First Settlement Historic District, a locally designated historic district partly within the APE but not eligible for the National Register.⁸

Madison's Capitol Square is the center of the city from which all development radiates. Located on the western half of the isthmus, the capitol itself (National Register-listed and a National Historic Landmark) sits on a raised hill at the center of Capitol Park. Capitol Square retains a commercial character with office buildings (both private and government), banks, restaurants and bars, hotels, and shops. While the square was developed beginning by the 1920s, today there is a mixture of modern and historic buildings and that is continually changing as some of the most sought-after real estate in the city.

University of Wisconsin-Madison Campus and State Street

When Wisconsin became a state in 1848, Madison was selected as the capital city as well as home to a state university. The first building on campus, North Hall, was constructed in 1854 on Bascom Hill where some of the oldest buildings on campus are situated around a large and steep lawn connected by various pedestrian paths (the National Register-listed Bascom Hill Historic District, partially within the APE).^{9 10} The University continued to grow, converting farmland into school campus for residence halls, classrooms, and other university buildings into the late twentieth century.¹¹ These properties include Barnard Hall (AHI #113937), Grainger Hall (AHI # 245712), Vilas Hall (AHI #102548), and Chadbourne Hall (AHI # 109677). Much of the campus dates to the late nineteenth and twentieth century when the university's student population grew substantially, becoming a significant segment of Madison's population. While the city was selected as a home for a state University in 1848, it became a land grant university in 1862 when Abraham Lincoln adopted the first Morrill Act thus boosting funding for more comprehensive teaching over a broad and diverse curriculum that helped foster renowned agriculture and sciences programs.¹² With its roots in the mid-nineteenth century, the University expanded into the twentieth century with a variety of historic resources representing architectural styles ranging from Richardsonian Romanesque to Brutalist.

"The Wisconsin Idea" is a concept that emerged from the growth of the university as it matured alongside the state capital with the almost constant exchange of ideas between professors, students, and public officials. It is the notion that significant link exists between academia and the government. This is represented by State Street, now a mostly pedestrian corridor that connects the heart of the government (the capitol) to the heart of academia (the University of Wisconsin).

⁸ City of Madison DPCED Planning, "National Register of Historic Places," accessed January 19, 2021, <https://www.cityofmadison.com/dpced/planning/national-register-of-historic-places/1602/>.

⁹ University of Wisconsin-Madison, "Historical Timeline," accessed January 2020, <https://www.wisc.edu/about/historical-timeline/>.

¹⁰ Gruber and Rankin, 2-3.

¹¹ Legacy Architecture, Inc., *Underrepresented Communities Historic Resource Survey Report*, (City of Madison Department of Planning and Community and Economic Development, 2017-20).

¹² Bill Graf, "Law that Radically Changed UW Signed 150 Years Ago," *UW-Madison News*, June 29, 2010.

The APE intersects with the National Register-eligible State Street Historic District, much of which was constructed between 1855 and 1946 and is home to numerous businesses including retailers, bars, theaters, and museums. A long standing commercial and social corridor for the city, once bustling with pedestrians and automotive traffic, State Street is now restricted primarily to pedestrians, cyclists, and buses.

4.1.3 South Segment

The proposed southern section of the corridor converges from downtown Madison and the subsequent University of Wisconsin-Madison campus to the southern Madison metropolitan area and the City of Fitchburg as the route progresses southwards.

South Madison and Park Street

Park Street is a commercial corridor between the Greenbush and Bay Creek residential neighborhoods, west of Monona Bay. Distanced away from the city center, Park Street developed during the 1920s as Madison grew outwards and annexed the newly drained marshland near the southern end of the isthmus.¹³ S. Park Street turns into U.S. Highway 14 which links Madison to Chicago. Park Street was therefore widened in 1938 to accommodate the traffic introduced by a burgeoning population.¹⁴ ¹⁵ Historic properties within the APE have a date range of 1920-50 and consist of a variety of commercial, professional, government, and utility services such as Fire Station No. 6 (AHI # 110510) and Unit Well No. 2 (AHI # 122078) which served the residents in the surrounding neighborhoods. Properties are typically standalone and semi-detached buildings of squared forms, polychrome brick construction, heavy massing, and of primarily commercial vernacular design. The Cronin Brothers Saloon Building, now University Audio, at 402 S. Park Street (AHI # 110500) is the oldest extant commercial building in the Greenbush neighborhood.¹⁶ The historic streetview has since been heavily redeveloped with modern infill in the form of health care clinics (UnityPoint, SSM), mixed-use apartments, with the larger residences of historic age operating under property managers who have subdivided the properties into multi-dwelling units for student housing.

City of Fitchburg

The North-South route traverses the city boundary of Fitchburg, where U.S. Highway 18/U.S. Highway 151/U.S. Highway 14/U.S. Highway 12 (the Beltline) merges with Fish Hatchery Road at exit 260A north of Greenway Cross. The suburb of Fitchburg transitioned from an agricultural rural community to a city of commercial and residential development in the 1960s and '70s and

¹³ Timothy F. Heggland, *The Greenbush-Vilas Neighborhood: Walking Tour*, (A Madison Heritage Publication, 1991), p. 1.

¹⁴ *Greetings from Madison, Wis.* (1928), Map, 10 x 15 cm., accessed January 27, 2025, <https://content.wisconsinhistory.org/digital/collection/maps/id/2575/rec/1>.

¹⁵ Madison (Wis.) City Planning Dept., *Proposed Major Street Plan: Madison, Wisconsin and Environs*, Scale ca. 1:40,640 (1938), accessed January 27, 2025, <https://content.wisconsinhistory.org/digital/collection/maps/id/13229/rec/2>.

¹⁶ Heggland, *Greenbush-Vilas*, p. 8.

was incorporated on April 26, 1983, with a population of 13,728.¹⁷ The south end of the project area is predominately of postwar development with twenty-first century redevelopment including commercial structures and multi-family housing— usually accompanied by surface parking lots of a similar size, with ribbons of undeveloped green space at the roadside and a limited amount of vacant land.

5.0 SURVEY RESULTS

A review of the Wisconsin Historic Preservation Database (WHPD) indicated several historic properties located on parcels within the APE. Properties within the corridor but outside the APE were excluded. The survey area includes properties listed on the National Register; previously recommended potentially eligible for the National Register; previously recommended not eligible for the National Register; and previously surveyed but unevaluated for the National Register. National Register-listed and -eligible properties were not resurveyed since they are documented historic properties, and it was verified as part of the survey that they retain sufficient integrity to remain listed or eligible.

Chronicle Heritage conducted an architecture/history survey of the APE in January of 2025 to reassess the previously surveyed properties and identify any other buildings and structures that are at least 40 years of age, retain sufficient integrity, and have architectural and/or historic interest within the context of the City of Madison and greater Dane County. This selective survey methodology is consistent with the guidelines set forth in the Wisconsin Historical Society's *Survey Manual*.

For each resurveyed and newly surveyed property, documentation in this report includes a mapped location (Maps A-P) AHI number, address, property name, resource type, date(s) of construction, architectural form/style and other details (Tables A-P corresponding to each map); and at least one photograph. In addition, the tables include National Register eligibility recommendations, which are based on appearance (property and resource type, architectural form/style, method of construction, date of construction, and integrity) and a general understanding of the survey area and local historic context. The maps, tables, and photographs are provided in Appendix A, and are ordered from north to south.

A summary of the survey results follows.

¹⁷ TES Historical Consulting, LLC, *Historical and Architectural Resources Survey 2018-19: City of Fitchburg, Dane County, Wisconsin*, (City of Fitchburg, August 2019), p. 13-14.

5.1 IDENTIFIED HISTORIC PROPERTIES

The following National Register -listed and -eligible properties and districts were identified in the APE:

TABLE 3. IDENTIFIED HISTORIC PROPERTIES

Property/District Name	Location	National Register Qualification	Survey Map Ref.
Bascom Hill Historic District	An alternate station is under consideration at the intersection of Park Street and University Avenue. The National Register-listed Bascom Hill Historic District is partially within the APE to the north, within approximately 150 feet of the proposed alternative station location. The proposed station is to fit within the existing right-of-way. No road reconstruction or widening of the roadway is scheduled to occur. In addition, a larger bus station is proposed to replace the existing East Campus station at the far side in the vicinity of the Elvehjem Building – a contributing resource to the district.	Listed under Criterion A: Education and Politics/Government and Criterion C: Architecture; significant as “the most historic cluster of institutional buildings in Wisconsin.” ¹⁸	J
State Street Historic District	The central segment of the survey area is a continuation of the East-West BRT project undertaken in 2021. Therefore, the APE for this segment only includes properties within the proposed alternate station locations. There are no properties, either contributing or non-contributing, in the eligible State Street Historic District within approximately 150 feet of the 3 proposed alternative station locations.	Determined eligible under <i>Criterion A: Commerce</i> and <i>Criterion C: Architecture</i> ; locally significant as an intact and visually distinctive grouping of late nineteenth and early twentieth century commercial buildings and the largest concentration of architecturally significant historic commercial buildings in Madison. In addition, it represents an extended period of historic commercial development in central Madison. ¹⁹	I

¹⁸ National Register of Historic Places, Bascom Hill Historic District (additional documentation), Madison, Dane County, Wisconsin, National Register #74000065.

¹⁹ National Register of Historic Places, Determination of Eligibility, State Street Historic District, Madison, Dane County Wisconsin, on file at the State Historic Preservation Office.

5.2 POTENTIALLY ELIGIBLE PROPERTIES

Chronicle Heritage recommends the following five properties in the APE potentially eligible for the National Register:

TABLE 4. POTENTIALLY ELIGIBLE PROPERTIES

Property Name	Location	Potential Significance	Survey Map Ref.
Vilas Hall for the Communication Arts AHI #102548	Located within the vicinity of the proposed alternate station at the southeast corner of Park Street and University Avenue. Additionally located between the northbound and southbound routes.	May have local architectural significance as an intact example of the Brutalist style and the work of architects Flad and Associates; UW-Madison considers the building eligible for the National Register but a formal DOE has not been prepared. ²⁰	J
East Bluff Condominiums AHI #108326	Located within the vicinity of the proposed route on the northwest side of Northport Drive and N. Sherman Avenue intersection. Located within 150 feet of Sherman Station. Sherman station is proposed to operate within the median and existing right-of-way.	Potentially eligible under <i>Criterion A: History</i> , as the first condominium association in Wisconsin, founded in 1970. ²¹	C
Cronin Brothers Saloon Building AHI #110500	The Washington-Vilas station is proposed to operate within the median and within the existing-right-of-way at the western intersections of W. Washington Avenue, Vilas Avenue and S. Park Street. Additionally located within the vicinity of the proposed route on the west side of S. Park Street and east side of Vilas Avenue.	Potentially eligible under <i>Criterion A: History</i> , as the oldest commercial building in the Greenbush neighborhood and <i>B: Association</i> with the Jewish community, as Moses Sweet, the third owner and second to operate the property as a grocer, was a founding member of what would become Madison's largest Jewish families. The property's grocery business served the growing Jewish community of Greenbush. ²²	K
Barnard Hall AHI #113937	Barnard Hall is approximately 400 feet from the proposed alternative station location at the intersection of Park Street and University Avenue. Additionally located within 400 feet of the proposed route on the north side of westbound traffic on University Avenue.	Potentially eligible under <i>Criterion A: History</i> , based on its role in extending higher education to women at the University of Wisconsin-Madison and its status as the oldest residence hall on campus. Connected to Chadbourne Hall by the Central Kitchen addition (non-contributing). ²³	J

²⁰ "University of Wisconsin-Madison: Update to the Preliminary Evaluation of Buildings and Structures for Eligibility for the National Register of Historic Places," June 13, 2023.

²¹ "Welcome to East Bluff Condos."

²² Heggland, Greenbush-Vilas, p. 8.

²³ Legacy Architecture, Inc, *Underrepresented Communities*.

Unit Well No. 2 AHI #122078	The Washington-Vilas Station is proposed to operate within the median and within the existing-right-of-way southeast of the intersections of W. Washington Avenue, Vilas Avenue, and S. Park Street. Additionally located within the vicinity of the proposed route on the east side of S. Park Street.	Unit Well #2 is potentially eligible under <i>Criteria C</i> and <i>A</i> . Under <i>Criterion C</i> , it is a good and intact example of a pumphouse. It also displays the glazed yellow brick and Prairie School styling the city of Madison employed for all the municipal pumphouses erected between 1918 and 1941. This was done to echo the appearance of the Nichols Station, the city's central pumping station at 311 North Hancock St., which was built in 1917-18. That building, in use until 1976, is listed on the National Register. In municipal service until at least 1994, Unit Well #2 is also potentially eligible under <i>Criterion A</i> for its association with the Madison Water Dept., an important local public utility. The city of Madison established the water department in 1881, a time when most communities were experimenting with private water utilities. ²⁴	K
--------------------------------	---	---	---

Based on the current project design, a Determination of Eligibility (DOE) is not recommended for any of these properties at this time. None of the properties/resources are located immediately adjacent to the proposed activities. Most properties are not in areas where viewshed may have the potential to cause alterations in their historic character or use or otherwise affect their ability to convey any architectural and/or historical significance they may have. However, one property, the Elvehjem Building in the Bascom Hill Historic District, may be impacted by the proposed actions, and the effects may need to be assessed and considered under Section 106.

University of Wisconsin-Madison's Vilas Hall (AHI #102548) is located on the southeast corner of the University Avenue and Park Street intersection and within 150 feet of the proposed alternate station. The proposed station is to fit within the existing right-of-way. A sidewalk, 2 bike lanes, and 4 travel lanes will be between the building and the proposed station.

The East Bluff Condominiums (AHI #108326) are located on the northwest side of the Northport Drive and N. Sherman Avenue intersection along the proposed route and within 150 feet of Sherman Station. Buses will operate in center-running bus lanes within the existing right-of-way. A triangular copse of trees and green space separate the properties from the station.

The Cronin Brothers Saloon Building (AHI #110500) is located on the southbound side of S. Park Street and the eastbound side of Vilas Avenue and within 150 feet of the Washington-Vilas Station. The Washington-Vilas Station is proposed to be located in the median and within the existing-right-of-way north of the intersections of W. Washington Avenue, Vilas Avenue, and S. Park Street. A sidewalk, streetside parking, and 3 travel lanes are between the building and station.

²⁴ Wisconsin Architecture and History Inventory, "Unit Well No. 2," (Wisconsin Historical Society, 2001).

University of Wisconsin-Madison's Barnard Hall (AHI #113937) is located on the northwest corner of the University Avenue and Park Street intersection. It is approximately 400 feet from the proposed alternate station. A sidewalk, 2 bike lanes, and 4 travel lanes are between the building and the proposed station.

Unit Well No. 2 (AHI #122078) is located at the southeast corner at the intersection of W. Washington Avenue, Vilas Avenue, and S. Park Street and within 150 feet of the Washington-Vilas Station. The Washington-Vilas Station is proposed to be located in the median and within the existing-right-of-way at the intersections of W. Washington Avenue, Vilas Avenue, and S. Park Street. A sidewalk, a pedestrian refuge island, and several southeast and southwest bound lanes of divided highway are between the building and the station.

In the Bascom Hill Historic District, the City is proposing a shelter placed on the existing East Campus platform to replace the existing East Campus station in the central segment. The proposed shelter is in the 150-foot vicinity of the Elvehjem Building – a contributing resource in the historic district. The property includes two outdoor sculptures that are within the district boundary: *Generations* (AHI #114111) and *Mother and Child* (AHI #114113).

As the station platform is located on a busy intersection and the current station is low, linear, and transparent, the initial station did not introduce any new visual/auditory elements that could potentially change the character of the immediate setting. However, the proposed scale of the new bus shelter at the East Campus platform may alter the viewshed and have the potential to cause alterations to the outdoor sculptures' historic character, use, or otherwise affect their ability to convey any architectural and/or historical significance they may have. Under Section 106, effects to these historic properties will need to be assessed and considered.

5.3 OTHER PROPERTIES

Outside of the listed and potentially eligible properties that were identified, the survey results were as follows:

- 21 previously surveyed properties were resurveyed.
- 1 previously surveyed resource within Warner Park (AHI #114875, Statue of Liberty, sculpture) was not resurveyed as it falls outside of the APE.
- 1 previously surveyed resource – a business and a business owner's residence – was divided into two entries (1033 S. Park Street, AHI #110513 and 1035 S. Park Street, AHI #247409).
- 8 previously surveyed properties were found to be nonextant.
- 2 properties were newly surveyed: 609 S. Park Street (AHI #247411) and 651-53 S. Park Street (AHI #247410).

Other properties within the APE include single and multi-family residences with dense commercial infill. Single-family residences of historic age are in scarce quantities. They are typically ubiquitous home forms, subdivided into multi-dwelling units that have lost integrity of design and materials due to changes in its exterior fenestrations, footprint modifications, and replacement cladding. Multi-family residences date from the mid-nineteenth to the twenty-first century and are

typical examples of their respective architectural forms with minimal detailing or distinguishing features. Commercial buildings also date to the nineteenth and twenty-first century and are examples of common form and materials from their respective period and are not representative or distinctive examples of a particular architectural form/style or period of construction.

6.0 CONCLUSIONS

In accordance with Section 106, Chronicle Heritage completed an architecture/history survey of the proposed 15-mile North-South BRT route in Madison, Wisconsin. Numerous historic properties were identified within the project's APE. This includes the following two historic districts.

- Bascom Hill Historic District – Listed on the National Register
- State Street Historic District – Determined eligible for the National Register

Under Section 106, effects to these historic properties will need to be assessed and considered.

Chronical Heritage also identified the following 5 potentially eligible properties in the APE:

- AHI #102548, Vilas Hall for the Communication Arts
- AHI #108326, East Bluff Condominiums
- AHI #110500, Cronin Brothers Saloon Building
- AHI #113937, Barnard Hall
- AHI #122078, Unit Well No. 2

Based on the current project design, formal National Register evaluations (DOEs) are not recommended for these properties at this time. None of the properties/resources are located immediately adjacent to proposed project activities, nor are they in areas where viewshed may have the potential to cause alterations in their historic character or use or otherwise affect their ability to convey any architectural and/or historical significance they may have.

7.0 BIBLIOGRAPHY

- Aadland, Chris. "Iconic Park Street Shoe Repair Shop and Neighborhood Gathering Spot Closes After 80 Years." *Wisconsin State Journal*. January 26, 2018.
https://madison.com/business/iconic-park-street-shoe-repair-shop-and-neighborhood-gathering-spot-closes-after-80-years/article_69078159-4a10-5841-a2b3-5e13968e1b68.html.
- Busch, Jason. "Future of Oscar Mayer Site Still Uncertain." *In Business Madison*. Dec. 1, 2023.
https://www.ibmadison.com/industries/construction-real-estate/future-of-oscar-mayer-site-still-uncertain/article_297139bd-c28e-54df-a789-e67137db32c1.html.
- City of Madison. *Metro Rapid Route B: North-South BRT Locally Preferred Alternative Report*. City of Madison Department of Transportation, May 2024.
- City of Madison DPCED Planning. "National Register of Historic Places." Accessed January 19, 2021. <https://www.cityofmadison.com/dpced/planning/national-register-of-historic-places/1602/>.
- City of Madison DPCED Planning. "Starting a Neighborhood Organization." City of Madison. Accessed January 27, 2025.
<https://www.cityofmadison.com/dpced/planning/neighborhoods/436#NA>.
- "French Battery and Carbon Company." Historic Blooming Grove Historical Society. Accessed January 27, 2025. <https://www.historicbloominggrove.org/french-battery-carbon-company>.
- Graf, Bill. "Law that Radically Changed UW Signed 150 Years Ago." *UW-Madison News*. June 29, 2010.
- Greetings from Madison, Wis.* 1928. Map. 10 x 15 cm. Accessed January 27, 2025.
<https://content.wisconsinhistory.org/digital/collection/maps/id/2575/rec/1>.
- Gruber, John and Katherine Rankin. *Madison's Pioneer Buildings: A Downtown Walking Tour*. Madison Landmarks Commission and Historic Madison, Inc, 1996. 2-3.
- Heggland, Timothy F. *The Greenbush-Vilas Neighborhood: Walking Tour*. A Madison Heritage Publication, 1991.
- Legacy Architecture, Inc. *Underrepresented Communities Historic Resource Survey Report*. City of Madison Department of Planning and Community and Economic Development, 2017-20.
- Madison (Wis.). City Planning Dept. *Proposed Major Street Plan: Madison, Wisconsin and Environs*. Scale ca. 1:40,640. 1938. Accessed January 27, 2025.
<https://content.wisconsinhistory.org/digital/collection/maps/id/13229/rec/2>.

- Moe, Doug. “‘Mayor of Park Street’ George Fabian Steps Down, is Honored.” *Madison Magazine*. June 14, 2018. https://www.channel3000.com/madison-magazine/columns/mayor-of-park-street-george-fabian-steps-down-is-honored/article_e7f9fe56-a4cc-58b3-b4cc-22ffb22abd36.html.
- National Register of Historic Places, Bascom Hill Historic District (additional documentation), Madison, Dane County, Wisconsin, National Register #74000065.
- National Register of Historic Places, Determination of Eligibility, State Street Historic District, Madison, Dane County Wisconsin, on file at the State Historic Preservation Office.
- National Register of Historic Places, Sherman Avenue Historic District, Madison, Dane County, Wisconsin, National Register #04000271.
- Prince, Hugh. “A Marshland Chronicle, 1830–1960: From Artificial Drainage to Outdoor Recreation in Central Wisconsin.” *Journal of Historical Geography* Volume 21, Issue 1 (1995), p. 3-22. [https://doi.org/10.1016/0305-7488\(95\)90003-9](https://doi.org/10.1016/0305-7488(95)90003-9).
- TES Historical Consulting, LLC. *Historical and Architectural Resources Survey 2018-19: City of Fitchburg, Dane County, Wisconsin*. City of Fitchburg, August 2019.
- University of Wisconsin-Madison. “Historical Timeline.” Accessed January 2020. <https://www.wisc.edu/about/historical-timeline/>.
- University of Wisconsin-Madison: Update to the Preliminary Evaluation of Buildings and Structures for Eligibility for the National Register of Historic Places, June 13, 2023.
- “Welcome to East Bluff Condos.” Accessed January 27, 2025. <https://eastbluffcondos.com/>.
- Wisconsin Architecture and History Inventory. “Unit Well No. 2.” Wisconsin Historical Society, 2001.

**Architecture/History Survey Report
Madison North-South BRT Project**

APPENDIX A

Survey Maps

Tables of Surveyed Resources

Survey Photographs

Architecture/History Survey Report Madison North-South BRT Project

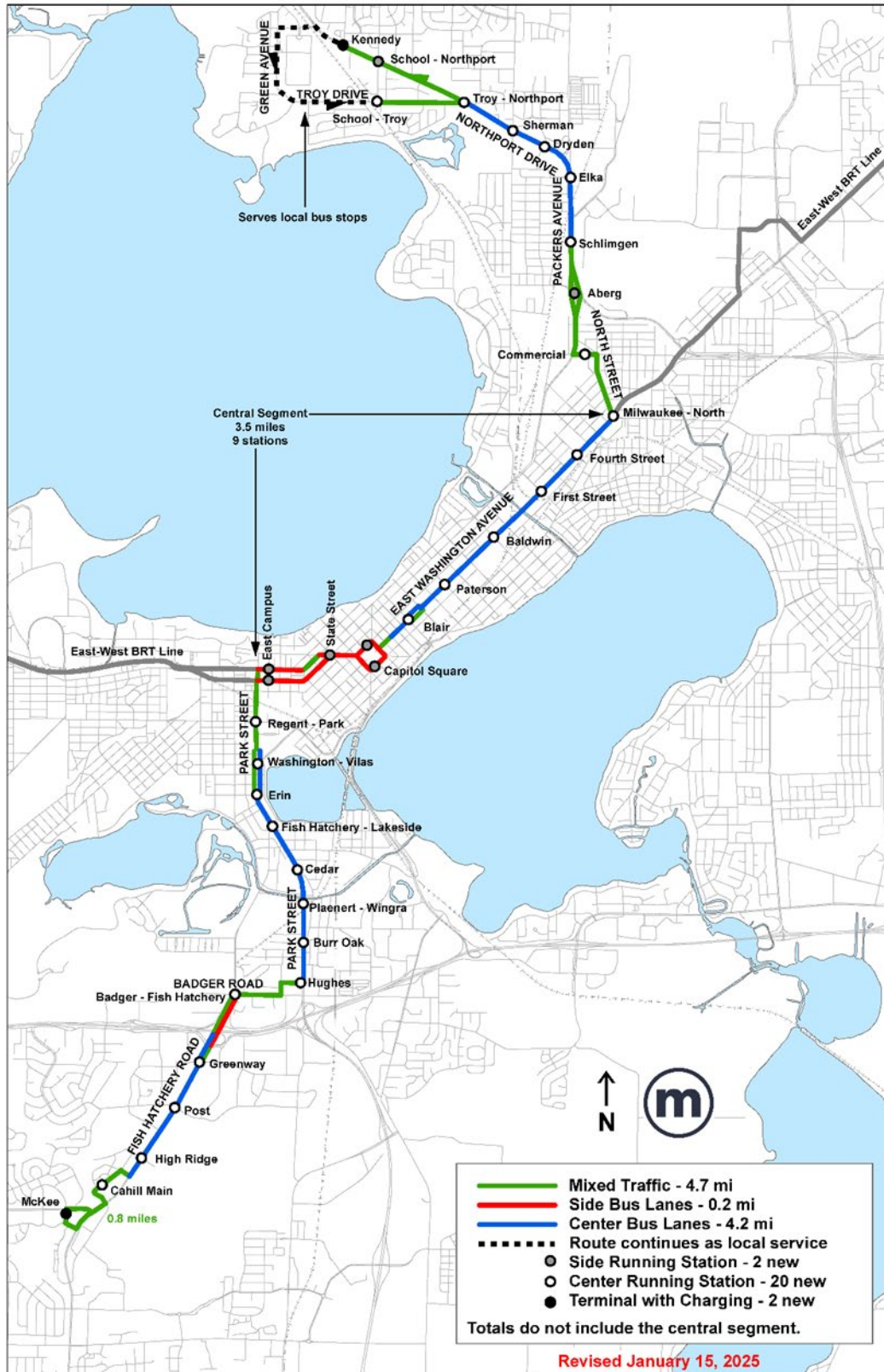


Figure 1. Overall Map of BRT Route

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP A

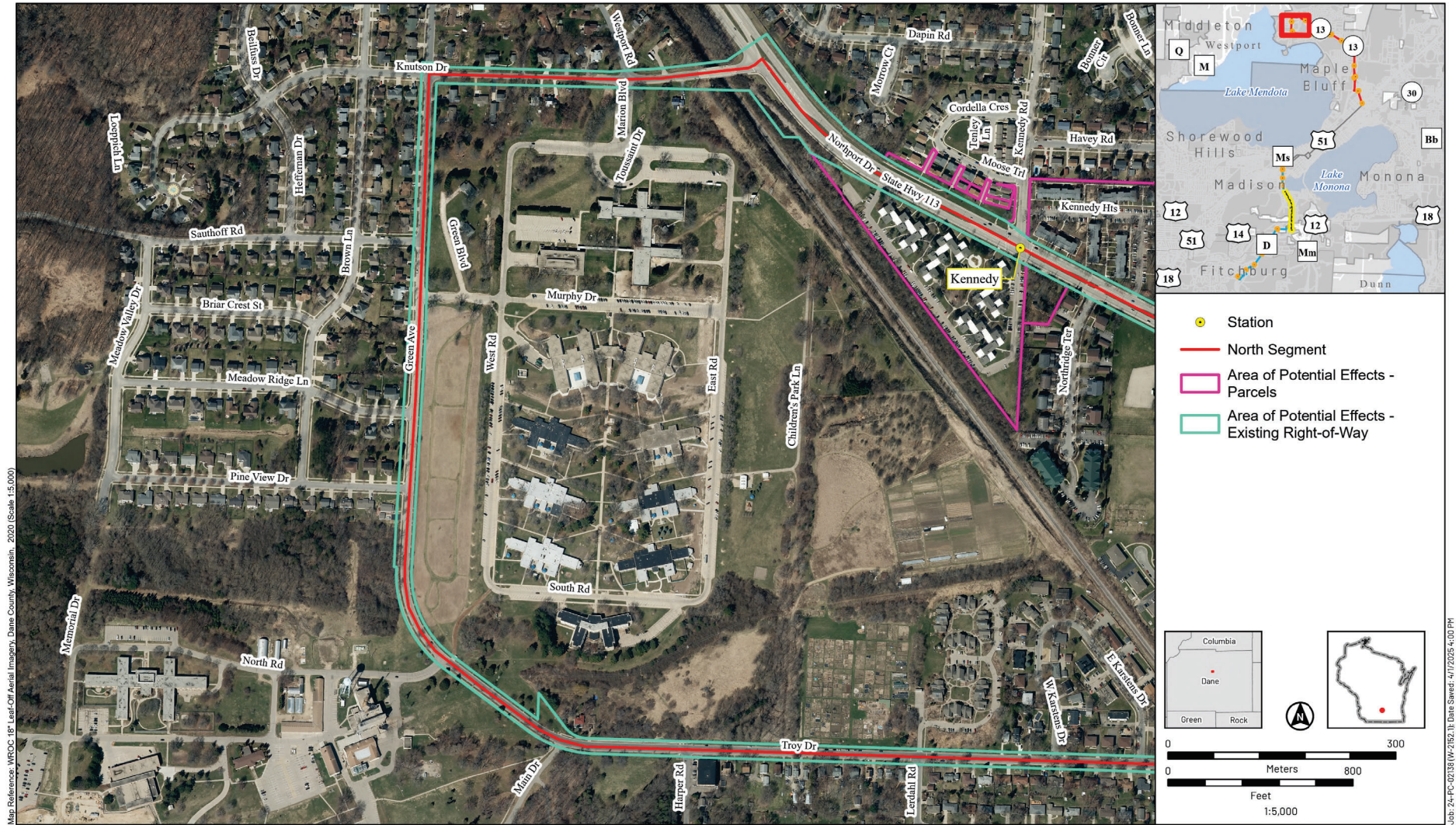


Figure 2a. Project Area Location and Area of Potential Effects

TABLE A

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
None											

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP B



Figure 2b. Project Area Location and Area of Potential Effects

**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE B

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
113356	811 Troy Dr.	The Keiper Farmhouse	Residential	House	c. 1869	Gable-Ell	Thick cornice band; red brick with clapboard siding at smaller gable; replacement vinyl picture window; double-hung sashed casement windows with rowblock brick sills and soldier lintels; chimney removed from roofline.	Resurveyed - altered appearance	Not eligible	Built by Philip and Margaret Keiper; was restored by Operation Fresh Start Youth, 2004. Now a single-family residence, may have possibly served as a duplex prior.	1

Architecture/History Survey Report
Madison North-South BRT Project



Photo 1. AHI #113356, 811 Troy Drive, View East

MAP C



**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE C

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
108326	443 East Bluff	East Bluff Condominiums	Residential	Apartment	1968	Modern/ Contemporary	Series of two-story condominium complexes arranged in varying directions along the lot; secondy story is cantilevered on brackets; clerestory/slant roof; irregular recessed faces; horizontal replacement siding supercedes the original vertical siding and decorative banding elements; replacement windows; screening fences.	Resurveyed - altered appearance	Potentially eligible	Potentially eligible under Criterion A: History, as one of the oldest neighborhoods on Madison's north side and the first condominium association in Wisconsin, founded in 1970.	2
110494	3024 Packers Ave.	None	Residential	House	c. 1900	Gable-Ell	None	Not resurveyed - nonextant	None	Demolished c. 1990-2000.	

Architecture/History Survey Report
Madison North-South BRT Project



Photo 2. AHI #108326, 443 East Bluff, East Bluff Condominiums, View West

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP D



TABLE D

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
None											

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP E

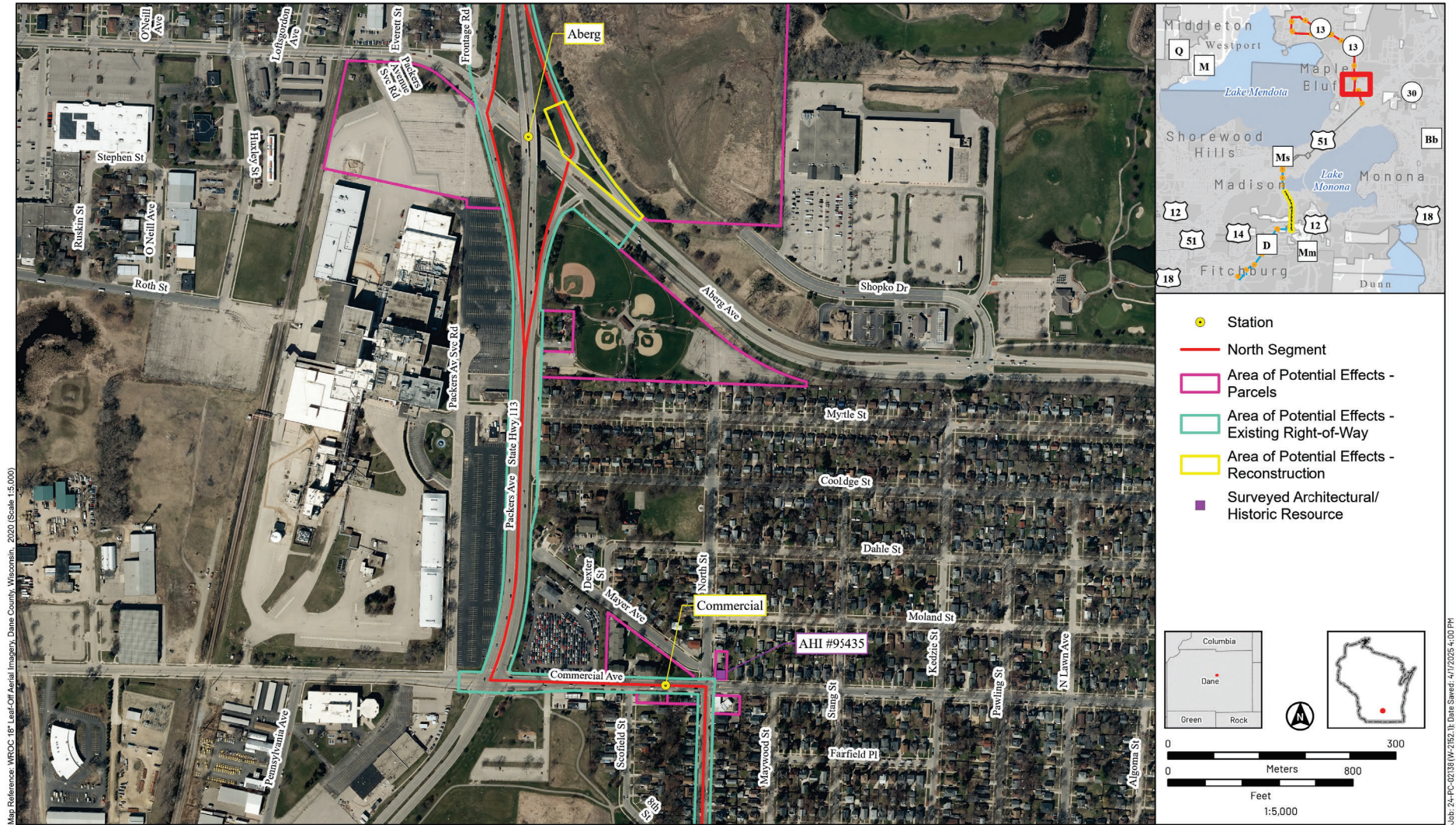


Figure 2e. Project Area Location and Area of Potential Effects

**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE E

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
95435	601 North St.	Doug's Tip-Top	Commercial	Retail	c. 1935	Commercial Vernacular	Corner lot with bayed entry and zippered brickwork; glassblock windows; red polychrome brick of common running bond; addition of fabric awnings over dual storefronts.	Resurveyed - altered appearance	Not eligible	Corner lot, produces a second address of 2504 Commercial Ave. Commercial vernacular building lacks sufficient architectural interest/integrity within local context to be eligible; alterations include replacement windows.	3

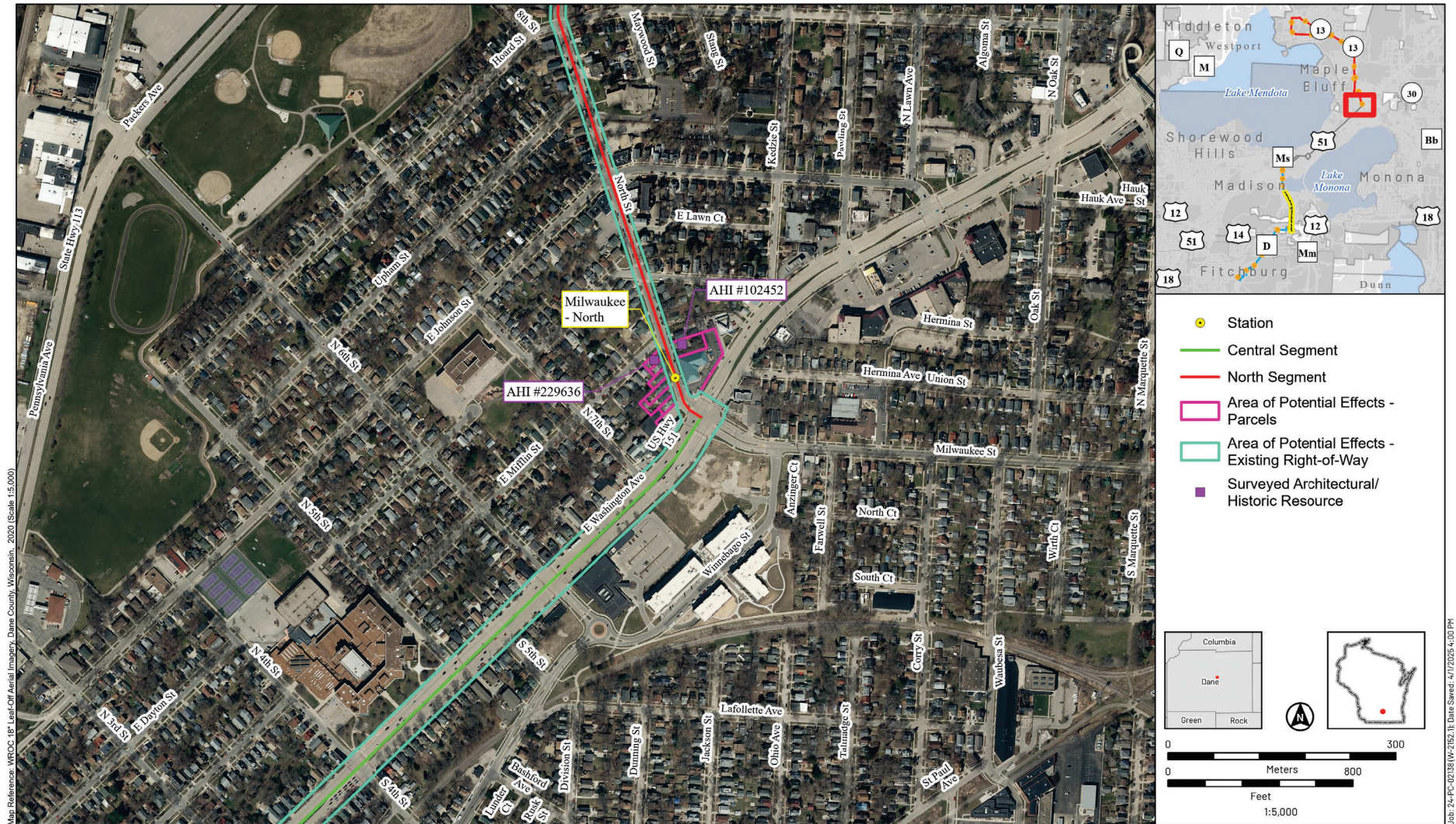
Architecture/History Survey Report
Madison North-South BRT Project



Photo 3. AHI #95435, 601 North Street, Doug's Tip-Top, View East

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP F



**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE F

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
102452	29 North St.	Alice M. Kinney House	Residential	House	1925	Arts & Crafts Influences	Two-story; hipped roof; parged foundation; stucco; mix of original double-hung wood sashed casement windows and replacement vinyl windows; windows infilled at basement level; main entry has shallow projecting gable with half-timbering, corbeling, and a molding trim above the fixed glass transom; the gable roofline extends over the bank of fenestrations at the north.	Resurveyed - altered appearance	Not eligible	House no longer an intact example of the Arts & Crafts style; alterations include infilled and replacement windows; additionally lacks sufficient architectural interest/integrity within local context to be eligible.	4
229636	34 North St.	Grace & William H. Porath House	Residential	House	1923	Bungalow	Side-gabled; two-story; wood clapboard; shed dormer; gabled partial-width porch with battered columns and squared piers; mix of single and banked double-hung sashed windows.	Resurveyed - appearance unchanged	Not eligible	Intact but nondistinctive example of the Bungalow style.	5

Architecture/History Survey Report
Madison North-South BRT Project



Photo 4. AHI #102452, 29 North Street, Alice M. Kinney House, View East

Architecture/History Survey Report
Madison North-South BRT Project



Photo 5. AHI #229636, 34 North Street, Grace & William H. Porath House, View East

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP G



TABLE G

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
None											

MAP H



TABLE H

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
None											

MAP I



**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE I

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
State Street Historic District - Determined Eligible for the National Register											
99221	453 W. Gilman St.	Charles H. Hooper Building	Commercial	Retail	1921	Art Deco Influences	2.5-story rectilinear form projecting southeast; primary facade of polychrome red brick dovetailed into clinker bricks along sides; replacement vinyl windows; bell-shaped Juliet metal awning above storefront; a storefront window is infilled; rear addition w/ wood decking.	Resurveyed - altered appearance	Not eligible	Commercial vernacular building lacks sufficient architectural interest/integrity within local context to be eligible; alterations include rear addition and modified storefront.	6,7
101851	436 W. Gorham St.	John Replinger Residence	Residential	House	1885	Front-Gable	None	Not resurveyed - nonextant	None	Demolished c. 2011.	
101906	440-44 W. Gorham St.	Mrs. James Kelly Store and Apartment Building	Commercial	Retail	1925	Twentieth Century Commercial	None	Not resurveyed - nonextant	None	Demolished c. 2011.	

Architecture/History Survey Report
Madison North-South BRT Project



Photo 6. AHI #99221, 453 W. Gilman Street, Charles H. Hooper Building, View East

Architecture/History Survey Report
Madison North-South BRT Project



Photo 7. AHI #99221, 453 W. Gilman Street, Charles H. Hooper Building, View Northwest

MAP J



**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE J

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
Bascom Hill Historic District - Listed on the National Register											
102548	821 University Ave.	Vilas Hall for the Communication Arts	Educational	University Building	1972	Brutalist	Multi-story building; irregular footprint and massing; heavy juxtaposed concrete and brick forms; large spans of aluminum-frame windows; multiple plazas and exterior staircases.	Resurveyed - appearance unchanged	Potentially Eligible	May have local architectural significance as an intact example of the Brutalist style and the work of architects Flad and Associates; UW-Madison considers the building eligible for the National Register but a formal DOE has not been prepared. □	8
106262	925-27 W. Johnson St.	Gamabel Mackman Residence	Residential	House	c. 1857	Front-Gable	None	Not resurveyed - nonextant	None	Demolished c. 2011-15	
109677	420 N. Park St.	Chadbourne Hall	Educational	Residence Hall	1959	Late-Modern	Angularly blocked Y-shaped footprint consisting of three wings; single cladding polychrome yellow brick; lines of inset ribbon windows in a vertical tripartite division, intercepted by green precast paneling and privacy film at each floor; flat roof; minimal if any exterior ornamentation.	Resurveyed - appearance unchanged	Not eligible	A typical example of postwar Late-Modern housing complex; retains large scale, exaggerated massing, bold shape, sharp corners, original single cladding brick material, and ribbon windows. Connected to Barnard Hall by the Central Kitchen addition (non-contributing).	9
109679	931-33 W. Johnson St.	Phi Chi Theta Fraternity	Educational	Fraternity	c. 1920	English Revival Styles	None	Not resurveyed - nonextant	None	Demolished c. 2011-15	
113937	970 University Ave.	Barnard Hall	Educational	Residence Hall	1912	Neoclassical/Beaux-Arts	U-shaped footprint of heavy massing; hipped clay tile roof with corbel bracketing at overhanging eaves; blocked stonework with masonry belt coursings with horizontal blocking applied to the corners; windows are recessed with 6/6 double-hung sashed casements.	Resurveyed - appearance unchanged	Potentially Eligible	Potentially eligible under Criterion A: History, based on its role in extending higher education to women at the University of Wisconsin-Madison and its status as the oldest residence hall on campus. Connected to Chadbourne Hall by the Central Kitchen addition (non-contributing).	10
245712	975 University Ave.	Grainger Hall - Wisconsin School of Business	Educational	University Building	1991	Post-Modern	An irregular footprint with heavy massing occupying one city block; steel frame, precast concrete, and glass construction; main entryway marked by a rotunda at the northeast.	Resurveyed - appearance unchanged	Not eligible	Not yet of historic age; may be potentially eligible in the future as a distinctive example of Post-Modern architecture as designed by The Architects Collaborative (TAC); an architectural firm founded by Walter Gropius.	11,12

Architecture/History Survey Report
Madison North-South BRT Project



Photo 8. AHI #102548, 821 University Avenue, Vilas Hall for the Communication Arts, View Southeast

Architecture/History Survey Report
Madison North-South BRT Project



Photo 9. AHI #109677, 420 N. Park Street, Chadbourne Hall, View Southwest

Architecture/History Survey Report
Madison North-South BRT Project



Photo 10. AHI #113937, 970 University Avenue, Barnard Hall, View Northwest

Architecture/History Survey Report
Madison North-South BRT Project



Photo 11. AHI #245712, 975 University Avenue, Grainger Hall - Wisconsin School of Business, View Southwest

Architecture/History Survey Report
Madison North-South BRT Project



Photo 12. AHI #245712, 975 University Avenue, Grainger Hall - Wisconsin School of Business, View Northwest

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP K



Figure 2k. Project Area Location and Area of Potential Effects

**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE K

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
110500	402 S. Park St.	Cronin Brothers Saloon Building	Commercial	Tavern	1890	Italianite	Two-story frame building; flat roof supported by corbel brackets; replacement door and glazed transom; replacement signage; replacement window at storefront.	Resurveyed - altered appearance	Potentially Eligible	Now University Audio. Potentially eligible under Criterion A: History, as the oldest commercial building in Greenbush and B: Association with Jewish community, as Moses Sweet, the third owner and second to operate the property as a grocer, was one of the first members of what would become one of Madison's largest Jewish families. The property's grocery business served the growing Jewish community of Greenbush.	13
110501	416 S. Park St.	Frank Lombardo Store Building	Commercial	Tavern	1922	English Revival Styles	Red polychrome brick in a common running bond; roofing material is obscured by sheet metal paneling and full length awning; ribbon window underneath eaves is divided by half-timbering although the view is obscured by the awning; replacement door and windows; doorway transom infilled.	Resurveyed - altered appearance	Not eligible	Now Mason Lounge. Numerous modern alterations prevent the building from being a good example of English Revival Style; modified storefront and roofing material; lacks architectural interest/integrity within local context to be eligible.	14
110506	618-22 S. Park St.	Eggiman Commercial Building	Commercial	Retail	1925	Twentieth Century Commercial	Two-story commercial building with red polychrome brickwork and a symmetrically notched pedimented front-gable; replacement storefront enframed by solidier and header bricks with stacked bonds at the jambs; dual masonry belt coursings; replacement double-hung vinyl windows and flankers; windows at upper level have stone sills and a squared stone in the upper corners terminate the line of solidier bricks at the lintels; jambs of windows form a stack bond.	Resurveyed - altered appearance	Not eligible	Common example of commercial vernacular form; lacks architectural interest/integrity within local context to be eligible.	15

**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE K CONT.

AHJ #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
110507	626 S. Park St.	Borgrud, Watson, and Price Building	Commercial	Office	1928	Twentieth Century Commercial	Two-story; primary façade of red polychrome finish brick in a common running bond with replacement storefront; clinker bricks along sides; upper windows at front remain unchanged from 1983 survey date; windows at upper level have stone sills and a squared stone in the upper corners terminate the line of soldier bricks at the lintels; jambs of windows form a stack bond; along the north side, the lower level window line is infilled with brick; flat roof.	Resurveyed - altered appearance	Not eligible	Now Orient House. Common example of commercial vernacular form; lacks architectural interest/integrity within the local context to be eligible.	16
110509	922 S. Park St.	Tursky Cycle Company Shop	Commercial	Retail	1947	Commercial Vernacular	Two-story rectilinear form projecting westwards; primary brick facade dovetailed into masonry blocks; brickwork of primary facade interrupted by three masonry belt coursings and cornice; soldier brickwork at the south facade's lintels and at primary facade's cornice and storefront; height and width of storefront reduced with brick infill; replacement double-hung sashed windows; garage addition at south post-1983.	Resurveyed - altered appearance	Not eligible	Now Ryan Brothers Ambulance Service. Common example of commercial vernacular form; lacks architectural interest/integrity within the local context to be eligible.	17

**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE K CONT.

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
110510	957 S. Park St.	Fire Station No. 6	Government	Fire House	1929	Prairie School	Two-story disciplined rectilinear form with integrated tower at south; parged foundation; polychrome brickwork; flat roof; replacement windows at second story; vinyl windows conceal original windows at lower level; arrangement of glazed yellow bricks at the cornice line and fenestrations ornament the building and are articulated in alternating brickwork patterns, consistent with Prairie School styling.	Resurveyed - altered appearance	Not eligible	Intact but nondistinctive example of a Prairie School fire station; was a common style employed by the City of Madison for its public structures; lacks sufficient architectural interest/integrity within local context to be eligible; not representative of that period in the history of Madison fire stations/ government buildings.	18
122078	845 W. Washington Ave.	Unit Well No. 2	Utility	Pumphouse	1924	Prairie School	Squared form with enclosed retaining walls at rear (south) for the pump system; glazed yellow brick; projecting parapets at the corners; stone cornice and detailing; windows and doors most likely original; brick retaining walls at rear are parged and painted.	Resurveyed - altered appearance	Potentially Eligible	Unit Well #2 is potentially eligible under Criteria C and A. Under Criterion C, it is a good and intact example of a pumphouse. It also displays the glazed yellow brick and Prairie School styling the city of Madison employed for all the municipal pumphouses erected between 1918 and 1941. This was done to echo the appearance of the Nichols Station, the city's central pumping station at 311 North Hancock St., which was built in 1917-18. That building, in use until 1976, is listed on the NR. In municipal service until at least 1994, Unit Well #2 is also potentially eligible under Criterion A for its association with the Madison Water Dept., an important local public utility. The city of Madison established the water department in 1881, a time when most communities were experimenting with private water utilities.	19

**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE K CONT.

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
247410	651-53 S. Park St.	The Curve	Commercial	Diner	1947	Commercial Vernacular	Shares a storefront with 651 S. Park St.; single-story rectilinear form; vinyl cladding runs in a variation of diagonal and horizontal patterns; flat roof; 1976 signage at southwest corner; pair of fabric awnings above storefront window and entrance.	Newly surveyed	Not eligible	Located at the northeast parcel at the intersection of Erin St. and S. Park St. May be locally significant rather than nationally; is additionally outside of the period of significance for diners. The continuation of the 1976 diner represents the Park Street that used to be with its small town charm and cultural values, at a time when the viewshed has largely been replaced with national retailers, student housing, and trendy businesses. David Chase, who penned The Modern Diner National Register Nomination Form summarizes that "Diners are an American invention which originated in Rhode Island; they are the precursors of the all-pervasive fast-food outlets of today. Simple, inexpensive fare and quick service have always been their hallmarks. Though once common, diners are now growing scarce, outdone by newer competitors."	20
247411	609 S. Park St.	Park Street Shoe Repair	Commercial	Shoe Repair	c. 1966	Front-Gable	Located within the First Choice Dental parcel (621 S. Park St.). Front-gable Stran-Steel building — a fire-safe lightweight steel framing system for light occupancy commercial structures by the National Steel Corporation, first introduced at the 1933 <i>A Century of Progress</i> World Fair's "Homes of Tomorrow" exhibit. The prefab metal building kit is lighter and stronger than wood; has a cream brick storefront in a running bond supporting a single fixed casement; recessed entry with overhanging eave.	Newly surveyed	Not eligible	May be locally significant as local social history and local ethnic heritage of the Italian American community in Madison, WI. The property is associated with Madison's Italian immigrant population and the National Register-listed Italian Workmen's Club (#100010597). The shoe shop was founded by an Italian immigrant family and additionally functioned as a social center for the Italian population that had been displaced by the 1960's urban renewal efforts, which razed much of the historic Greenbush neighborhood. Park Street Shoe Repair operated at this location from 1966-2018, adjacent to the Greenbush neighborhood's eastern border. George Fabian, known to locals as the "Mayor of Park Street," is the son of an Italian immigrant from Sicily, who started the shoe repair business in 1938 near the shop's current location. At the turn of the twentieth century, Greenbush was largely settled by Italian immigrants. When the Greenbush neighborhood was demolished in the 1960s, the shoe shop became the social center of the old Italian neighborhood during the course of its 52 years in business. In 2018, George Fabian and his wife, Inez, were honored by a UW scholarship in their names, stewarded by the Italian Workmen's Club and UW Men's Hockey for his contributions to the local community. Most of what remained of the original Italian neighborhood has since been demolished for student apartments and health care facilities. This property may be one of the few remaining buildings in Madison historically associated with the Italian ethnic group.	21

Architecture/History Survey Report
Madison North-South BRT Project



Photo 13. AHI #110500, 402 S. Park Street, Formerly Cronin Brothers Saloon Building, View Southwest

Architecture/History Survey Report
Madison North-South BRT Project



Photo 14. AHI #110501, 416 S. Park Street, Formerly Frank Lombardo Store Building, View West

Architecture/History Survey Report
Madison North-South BRT Project



Photo 15. AHI #110506, 618-22 S. Park Street, Formerly Eggiman Commercial Building, View Northwest

Architecture/History Survey Report
Madison North-South BRT Project



Photo 16. AHI #110507, 626 S. Park Street, Formerly Borgrud, Watson, and Price Building, View Southwest

Architecture/History Survey Report
Madison North-South BRT Project



Photo 17. AHI #110509, 922 S. Park Street, Formerly Tursky Cycle Company Shop, View Southwest

Architecture/History Survey Report
Madison North-South BRT Project



Photo 18. AHI #110510, 957 S. Park Street, Fire Station No. 6, View Northeast

Architecture/History Survey Report
Madison North-South BRT Project



Photo 19. AHI #122078, 845 W. Washington Avenue, Unit Well No. 2, View Southwest

Architecture/History Survey Report
Madison North-South BRT Project



Photo 20. AHI #247410, 651-53 S. Park Street, The Curve, View Northeast

Architecture/History Survey Report
Madison North-South BRT Project



Photo 21. AHI #247411, 609 S. Park Street, Park Street Shoe Repair, View Southeast

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP L

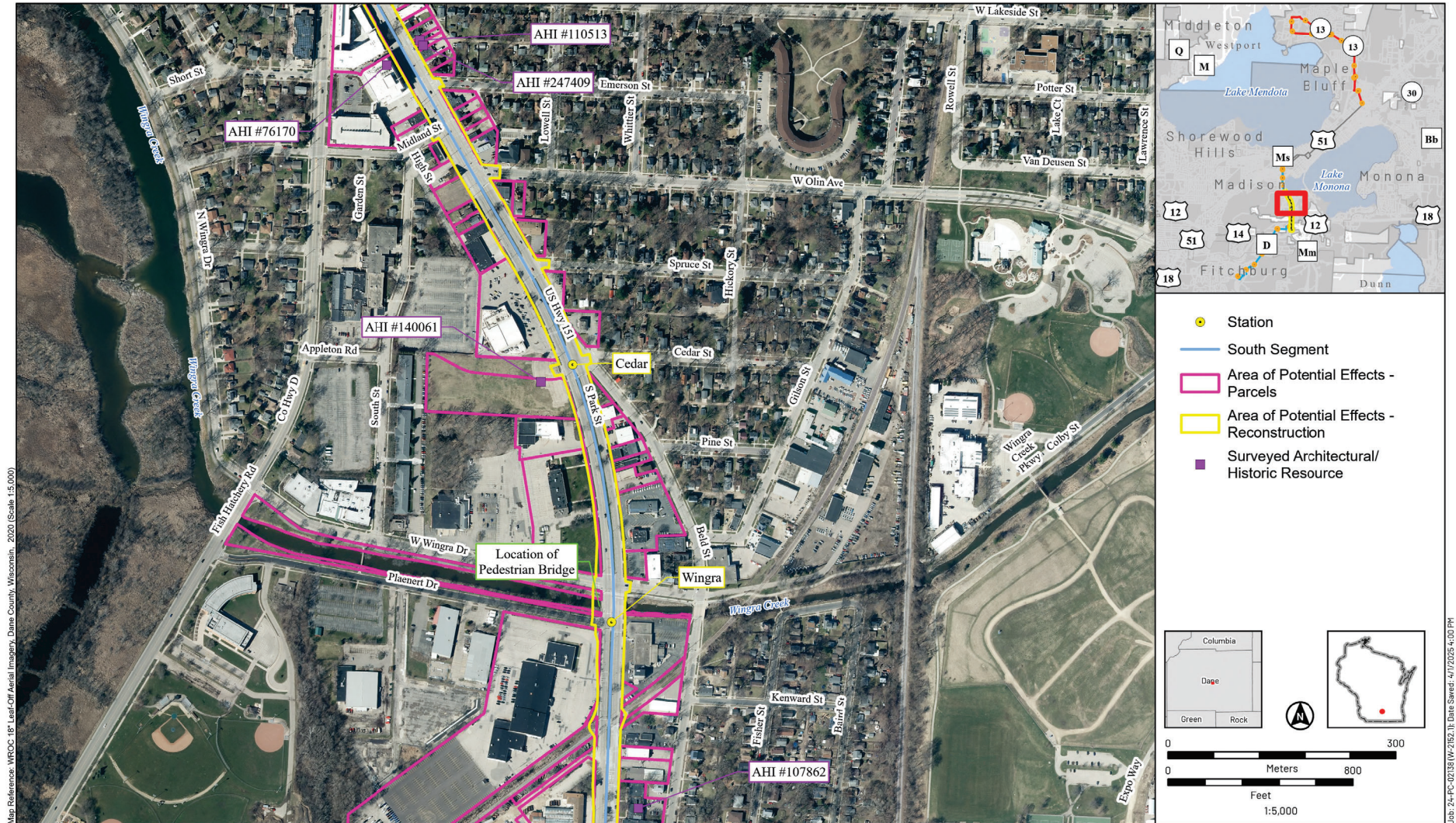


Figure 2I. Project Area Location and Area of Potential Effects

**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE L

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
76170	1036 S. Park St.	Taylor Oil Co. Filling Station	Commercial	Gas Station	1934	Spanish/Mediterranean	None	Not resurveyed - nonextant	None	Demolished c. 2012.	
107862	1850 Beld St.	Ark House Apartments	Residential	Apartments	c. 1957-69	International Style	Modular and asymmetrical composition with rectilinear forms of cantilever construction; units follow downwards slope of the landscape to the north; concrete foundation; red brick walls with horizontal vinyl/aluminum cladding at selective units; flat roof; horizontal cladding at terraces; replacement mitered corner windows.	Resurveyed - altered appearance	Not eligible	Now Park House Apartments. Relatively intact example of an International Style apartment form with alterations; lacks sufficient architectural integrity due to removal of character defining feature (replacement windows) and is ineligible for the National Register.	22
110513	1033 S. Park St.	American Lunch	Commercial	Restaurant	c. 1926-30	Cross-Gable	Commercial part of a matched pair built together as a business and business owner's residence (AHI #247409, 1035 S. Park St.). The property is red brick with cream brick banding; has replacement double-hung and storefront windows; replacement roofing. Window added at upper floor of primary facade; lower windows infilled; vinyl cladding covers the brick at the both sides along the second story; two additions extend backwards at the east.	Resurveyed - altered appearance	Not eligible	Numerous modern alterations include replacement roofing, windows, and rear additions; lacks sufficient architectural interest/integrity within local context to be eligible.	23
140061	1402 S. Park St.	Training Building - Madison U.S. Army Reserve Center	Defense	Drill Hall & Administrative	1952	Astylistic Utilitarian	None	Not resurveyed - nonextant	None	Demolished c. 2012.	
247409	1035 S. Park St.	None	Residential	House	c. 1926-30	Cross-Gable	The residential part of a matched pair built together as a business (AHI #110513, 1033 S. Park St.) and business owner's residence. The property has replacement cladding, replacement double-hung sashed windows, a replacement half-glass vinyl door, and replacement asphalt shingling at the roof; rear addition at east.	Resurveyed - altered appearance	Not eligible	Numerous modern alterations include replacement siding, roofing, windows, and rear addition; lacks sufficient architectural interest/integrity within local context to be eligible.	24

Architecture/History Survey Report
Madison North-South BRT Project



Photo 22. AHI #107862, 1850 Beld Street, Formerly Ark House Apartments, View Northeast

Architecture/History Survey Report
Madison North-South BRT Project



Photo 23. AHI #110513, 1033 S. Park Street (Right), American Lunch, View Southeast

Architecture/History Survey Report
Madison North-South BRT Project



Photo 24. AHI #247409, 1035 S. Park Street (Left), House, View Southeast

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP M

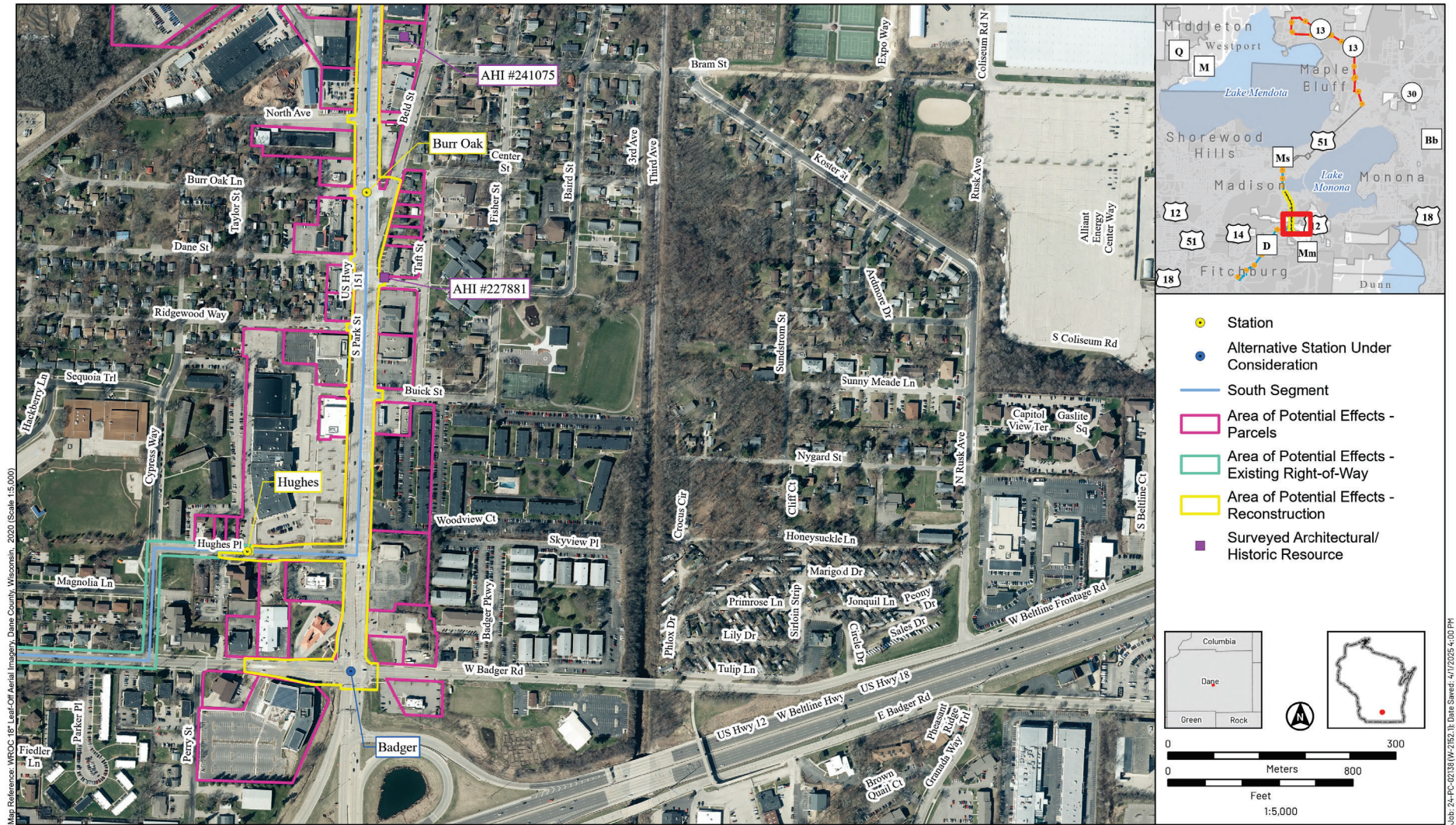


Figure 2m. Project Area Location and Area of Potential Effects

**Architecture/History Survey Report
Madison North-South BRT Project**

TABLE M

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
227881	2037 S. Park St.	The Winona	Residential	House	1929	Bungalow	None	Not resurveyed - nonextant	None	Sears Robuck Catalog House, No. C12010: The Winona Bungalow. Demolished c. 2014.	
241075	1862 Beld St.	Catholic Multicultural Center	Religious	Community Center	2002	Contemporary	Irregular footprint with rectilinear forms; running bond brick; flat roof; suspended metal awnings above western window lines; fixed windows.	Resurveyed - appearance unchanged	Not eligible	Not of historic age and therefore does not meet eligibilty criteria.	25

Architecture/History Survey Report
Madison North-South BRT Project



Photo 25. AHI #241075, 1862 Beld Street, Catholic Multicultural Center, View Northwest

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP N

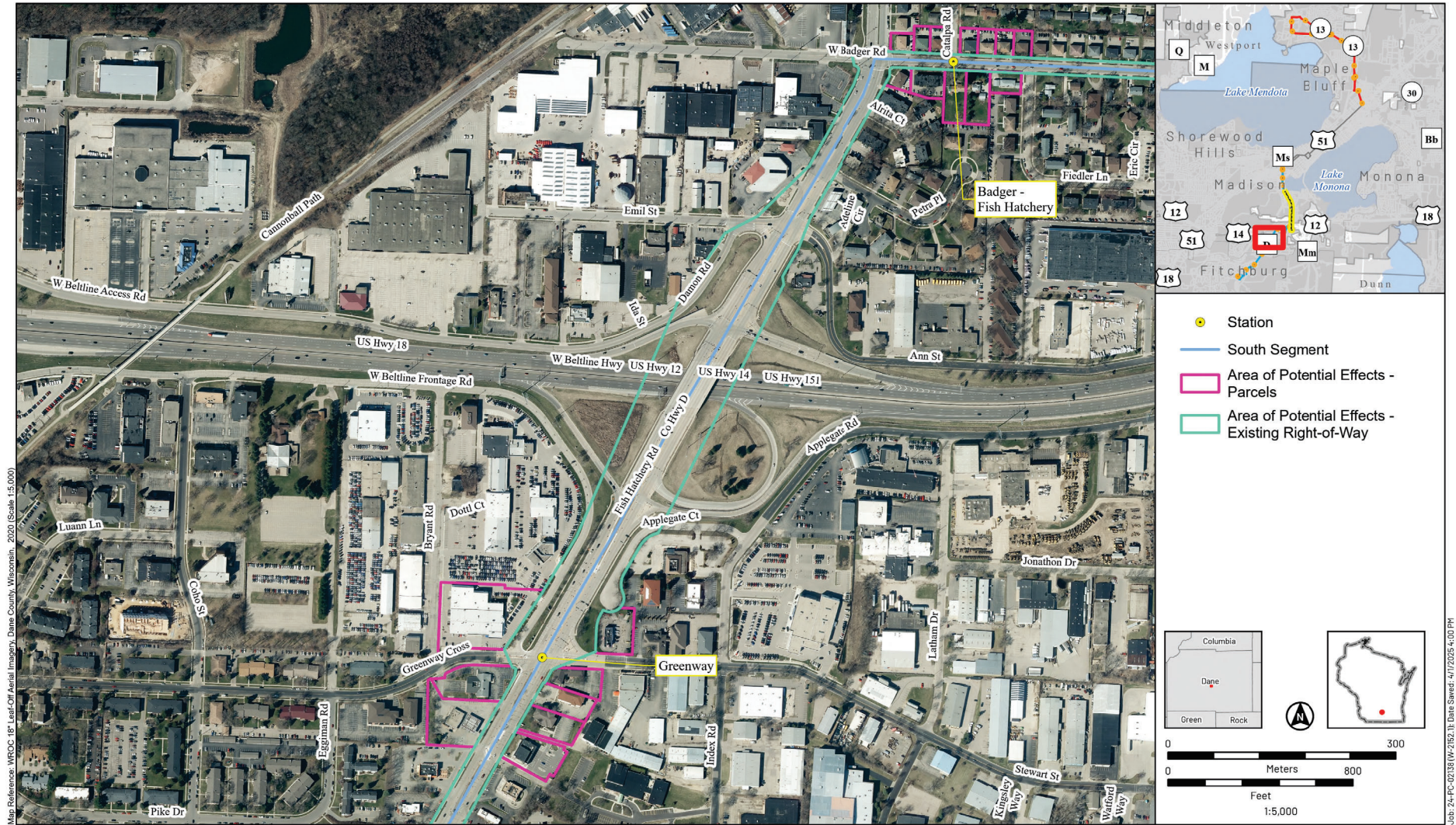


Figure 2n. Project Area Location and Area of Potential Effects

TABLE N

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
None											

North-South Bus Rapid Transit (BRT) Project
City of Madison, Dane County, Wisconsin

MAP O



Figure 2o. Project Area Location and Area of Potential Effects

TABLE O

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
None											

MAP P

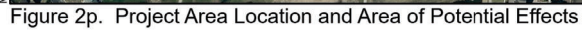


TABLE P

AHI #	Address	Property Name	Property Type	Resource Type	Year Built	Architectural Form/Style	Architectural Description	Survey Status	Eligibility	Comments	Photos
None											