



05 March 2018



Matthew Sadowski
Assistant Director/Principal Planner
Liaison Landmarks Preservation Commission
City Hall
730 Washington Avenue
Racine, WI 53403

RE: WisDOT ID #2703-00-04
16th Street
STH 32 to Main Street
City of Racine
Racine County

Dear Mr. Sadowski,

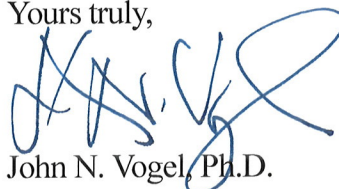
Included with this communication are two letters that address the planned reconstruction of 16th Street between STH 32 (Racine Street) and Main Street. One letter is to the representative of the adjacent SC Johnson facility, which claims two Frank Lloyd Wright National Register-listed/National Historic Landmark-designated buildings, while the other is to the residents on or adjacent to 16th Street in the Register-listed Southside Historic District.

You will note as you read the letters that we do not think the project is going to have an adverse effect on the historical or architectural character of either the SC Johnson buildings or the Historic District.

We are, however, interested in your thoughts as Liaison to the city's Landmarks Preservation Commission. Please read and consider each letter. I will then try to call you a day or two after you receive this letter to see if you have any concerns about the project and the impact it may or may not have on the Wight buildings or the Historic District.

Thank you for your consideration in this matter!

Yours truly,



John N. Vogel, Ph.D.

enclosures

HISTORICAL/ENVIRONMENTAL CONSULTANTS

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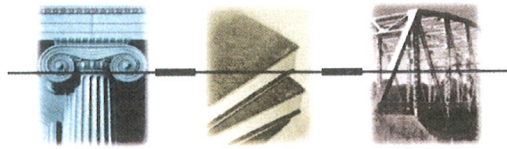
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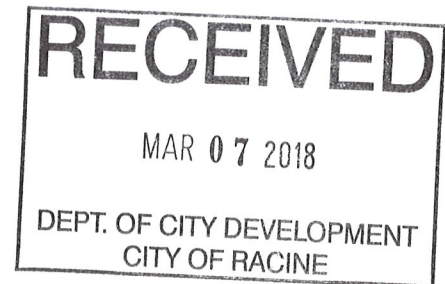


HERITAGE RESEARCH, LTD.

23 February 2018

Recipient
Street
Racine, WI 53403

RE: WisDOT ID #2703-00-04
16th Street
STH 32 to Main Street
City of Racine
Racine County



Dear Mr. Smith,

Plans are presently being prepared to reconstruct 16th Street from STH 32 (Racine Street) to Main Street. Part of the project is located in the Southside Historic District, a National Register-listed entity in which you own property. Accordingly is this letter intended to solicit your thoughts about the project and its potential to affect the District.

At the time of its 1976 designation, the Historic District consisted of 567 buildings, two sites and two non-contributing structures. The 42 block District encompasses a residential neighborhood that largely evolved between 1840 and 1900. Architectural styles represented include Neo-Classical Revival, Greek Revival, Colonial Revival, High Victorian, Queen Anne, Italianate, Stick Style and Prairie School, among several others. The District was considered the “prestige neighborhood of Racine” and was “home of the social and economic leaders of the city and of industrial leaders whose influence has reached far beyond the city limits” (see Figures 1 & 2, page 4).

The historic boundary of the complete District is illustrated by the map identified as Figures 3 & 4 (Page 5). It is an extensive north/south entity that is bisected by 16th Street three blocks north of its southern boundary at a point where it is only 2½ blocks wide. The houses in the District adjacent to 16th include the following: 206, 218, 304, 305, 311 and 406 16th Street; 1547, 1601 and 1602 College Avenue; 1601-03 and 1602 Wisconsin Avenue; and 1600 Main Street. Also included in the District is College Avenue which is constructed of brick between 14th Street and DeKoven Avenue. It was determined in December 2016 by the city’s Landmarks Preservation Commission to be a historic artifact in its own right.

The project is driven by several deficiencies associated with the present facility. First, the street was last constructed in the 1920s and overlaid with asphalt in the early 1990s. Pavement

HISTORICAL/ENVIRONMENTAL CONSULTANTS

deterioration is apparent today with rutting, cracking and exposure of the roadway base all being evident. Rutting facilitates the ponding of water during rain events and snow melt. Alligator, longitudinal and transverse cracking is also apparent throughout the project length and suggests a deficient base or subgrade. Indeed, 80% of the project length is in poor condition or worse. Second, the vertical, corrugated pipes that carry storm water from the street to the sewer below are corroding, one having recently failed which caused a collapse and a sinkhole in the roadway. Third, the crash rate on the project segment included 53 accidents, 16 of which were mid-block with the remaining 39 located at 16th Street intersections. It far exceeds the statewide average. And finally, no accommodations for bicycles are currently found in the project corridor. They are recommended by the City of Racine's *Bicycle and Pedestrian Master Plan* as a Priority Bike Route.

In terms of what is specifically proposed in the Historic District, there are two 16th Street segments at which to look in addition to the intersection with brick-paved College Avenue. From Park Avenue to Wisconsin Avenue the roadway will consist of two 11-foot driving lanes flanked by 5-foot bike lanes, 8-foot terraces and 6-foot sidewalks. The only physical change that will occur here, other than roadway striping, is that the terraces on each side of the street will be reduced from 9 feet to 8 feet (see Figures 5-8, Pages 6 & 7). The easternmost block in the Historic District, from Wisconsin Avenue to Main Street will accommodate only one lane of one-way traffic eastbound. This is because it must accommodate a bike lane for both east and westbound riders. The driving lane will have a 12-foot width. To the north will be a 2-foot gutter, 4-foot 6-inch terrace, 6-foot westbound bike path, 9-foot terrace and 6-foot sidewalk. South of the driving lane will be a 5-foot bike lane, 2-foot curb, 9-foot terrace and 6-foot sidewalk. This typical section between Wisconsin Avenue and Main Street will be within the two curbs of the current street. There will be no incursion beyond the location of the curbs today (see Figures 9-11, Pages 8 & 9).

And finally, 16th Street reconstruction will nominally affect College Avenue and its brick paving. As illustrated by Figure 12 (view to north, see Page 10) and Figure 13 (view to south, see Page 10), work will not extend on College beyond the curb returns. Only a few bricks will be affected as illustrated on the right hand side of the photograph identified as Figure 12, and they will be replaced with brick pavers or a very small section of colored concrete stamped to match the existing.

As noted previously, the Historic District claimed 567 buildings, two sites and two non-contributing structures, all situated on 42 blocks. The project will nominally affect the setting of the 8 westernmost houses as the current 9-foot wide terrace is reduced by one foot on each side of the street. And the remaining four properties are adjacent to the reduced width travel lane between Wisconsin and Main and the installation of the westbound bike lane – again all

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within the current curb-to-curb width. Those twelve buildings constitute 2.1% of the 567 buildings in the District. Thus, given that fact and the nominal nature of the work proposed, do we believe the project will not adversely affect the Historic District or its overall sense of character or landscape.

Since your property is immediately adjacent to the work in the District, we are very interested in YOUR thoughts. Please consider this letter and its illustrations. I will then try to call you a day or two after you receive this letter to secure your input.

Thank you for your consideration in this matter!

Yours truly,

John N. Vogel, Ph.D.

attachments

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Figure 1: This is an illustration of the Southside Historic District along 16th Street. It is a view to the east and was taken from a point west of the District's western boundary. It is important to understand that none of the trees or foliage in the terraces will be lost.



Figure 2: 16th Street, view to west from S. Main Street, the project's eastern terminal point. Much of that visible in this image is included in the Southside Historic District.

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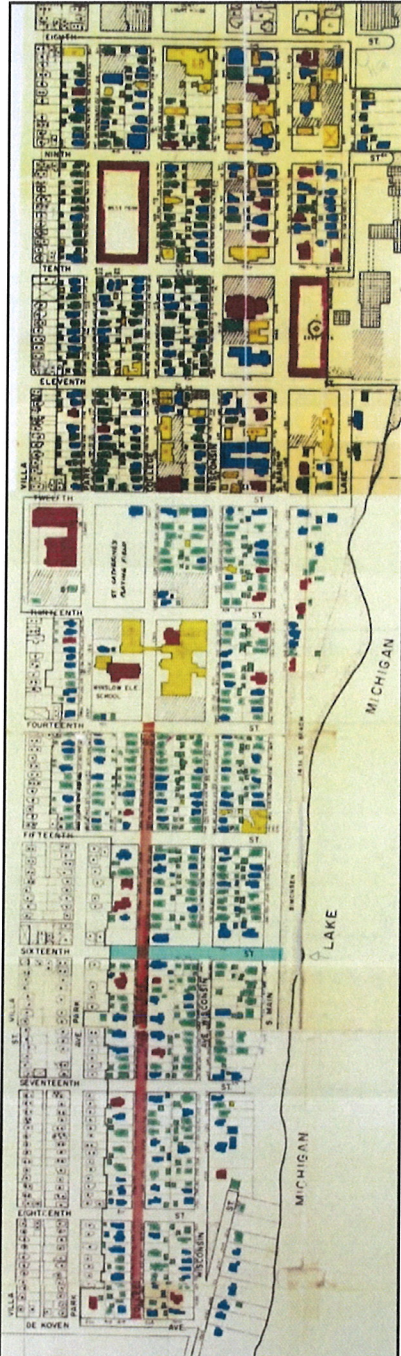


Figure 3: The South Side Historic District extends from 8th Street on the north to DeKoven Avenue on the south and included 567 buildings. The project corridor in the District is 16th Street and is highlighted in light blue.

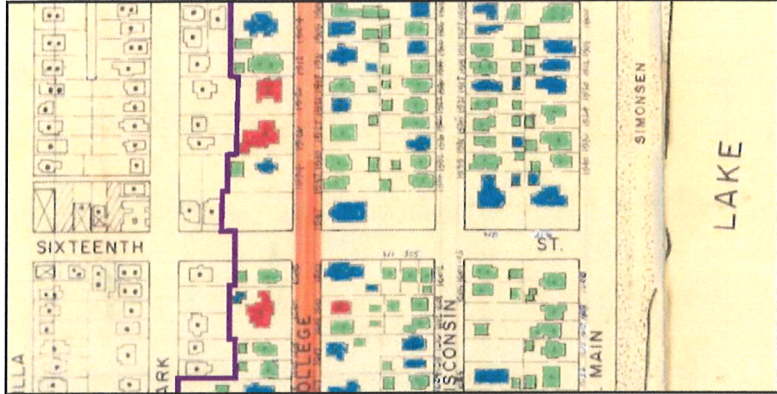


Figure 4: This is a close-up image of the South Side Residential Historic District that specifically shows the 16th Street portion of the District. It is a very small part of the overall District. Historic-period houses (with both integrity and a sense of character similar to that found in the houses of the District) were moved onto the northwest corner of College Avenue and 16th Street, as well as the northwest corner of Wisconsin Avenue and 16th Street, in the 1980s.

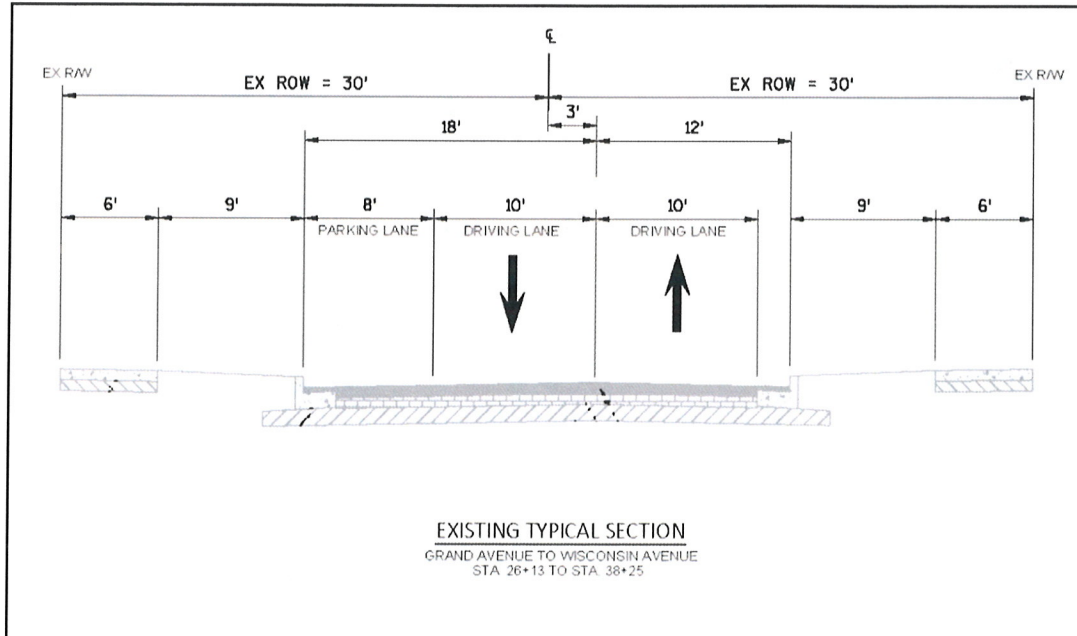


Figure 5: Pictured here is the current roadway cross-section found the Historic District. It extends as far east as Wisconsin Avenue.

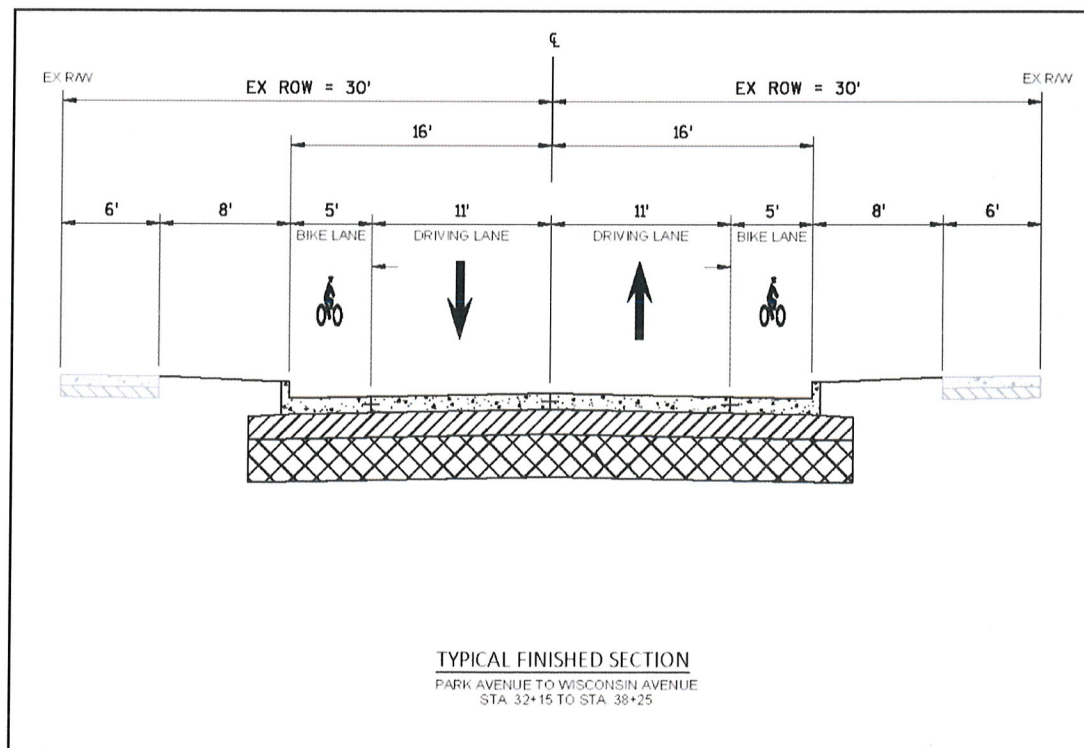


Figure 6: The proposed project will reduce the terrace in the District by up to 1-foot on each side of the street, reducing it from 9 feet to 8 feet, as far east as Wisconsin Avenue.

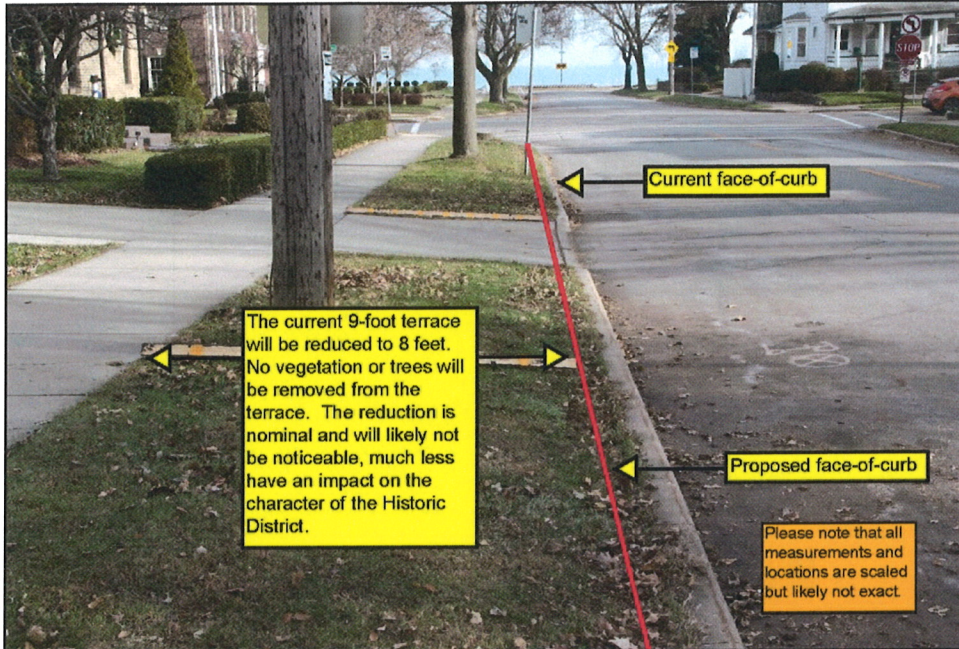


Figure 7: From the west boundary of the Historic District to Wisconsin Avenue, the only affect will be a 1-foot reduction in the terrace, from a 9-foot width to one of 8 feet. No vegetation or trees will be removed from the terrace as a result of this action. This picture illustrates the north side of 16th Street.

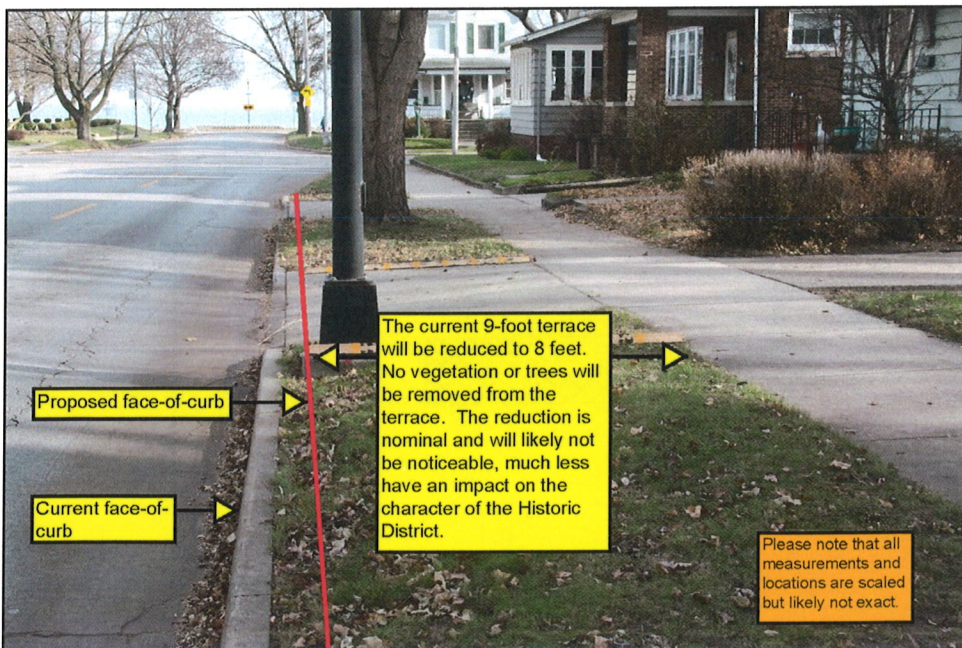


Figure 8: This image pictures what was said in the caption for Figure 7, only illustrated here is the south side of 16th Street in the Historic District. The loss of 1-foot from a 9-foot terrace will be an effect, but it will not be noticeable. Thus will it not be an adverse effect.

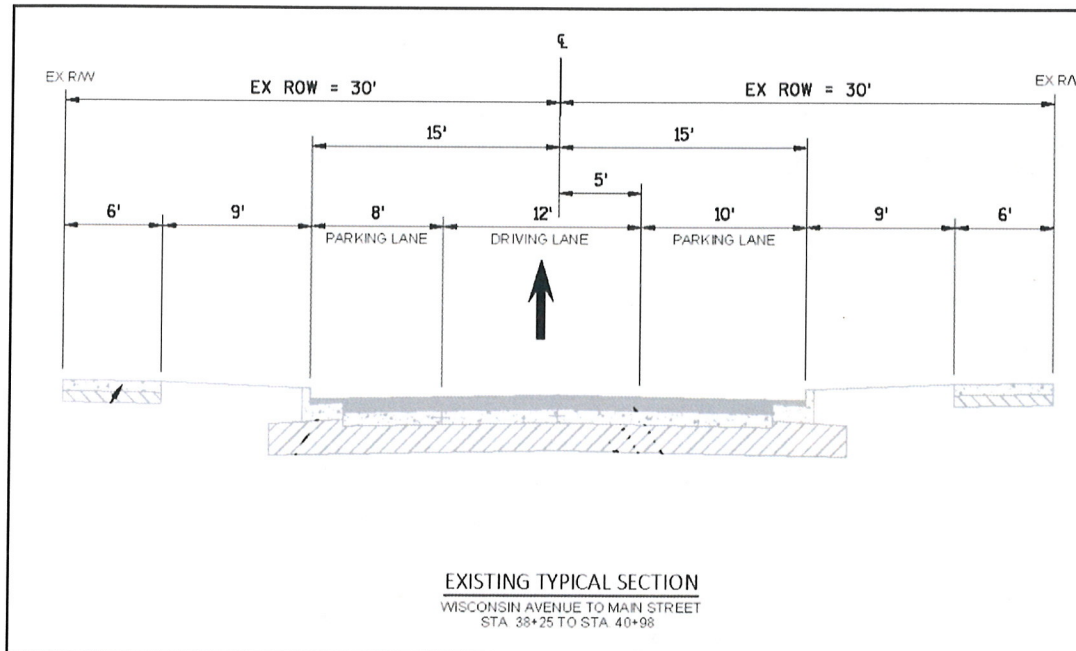


Figure 9: This illustration shows the current cross section for the eastern-most block of 16th Street in the Historic District.

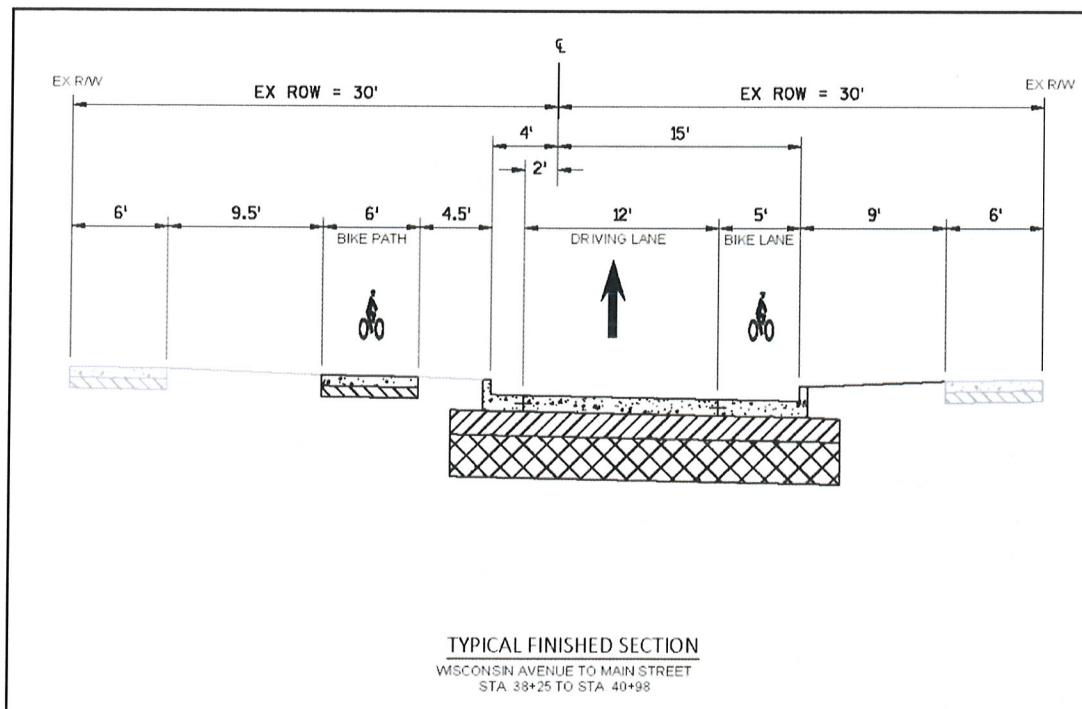


Figure 10: It is proposed that 16th Street between Wisconsin Avenue and Main Street, which is one-way going east, be narrowed to permit the inclusion of a west-bound bike lane. See Figure 11 for a photographic illustration of the work proposed.

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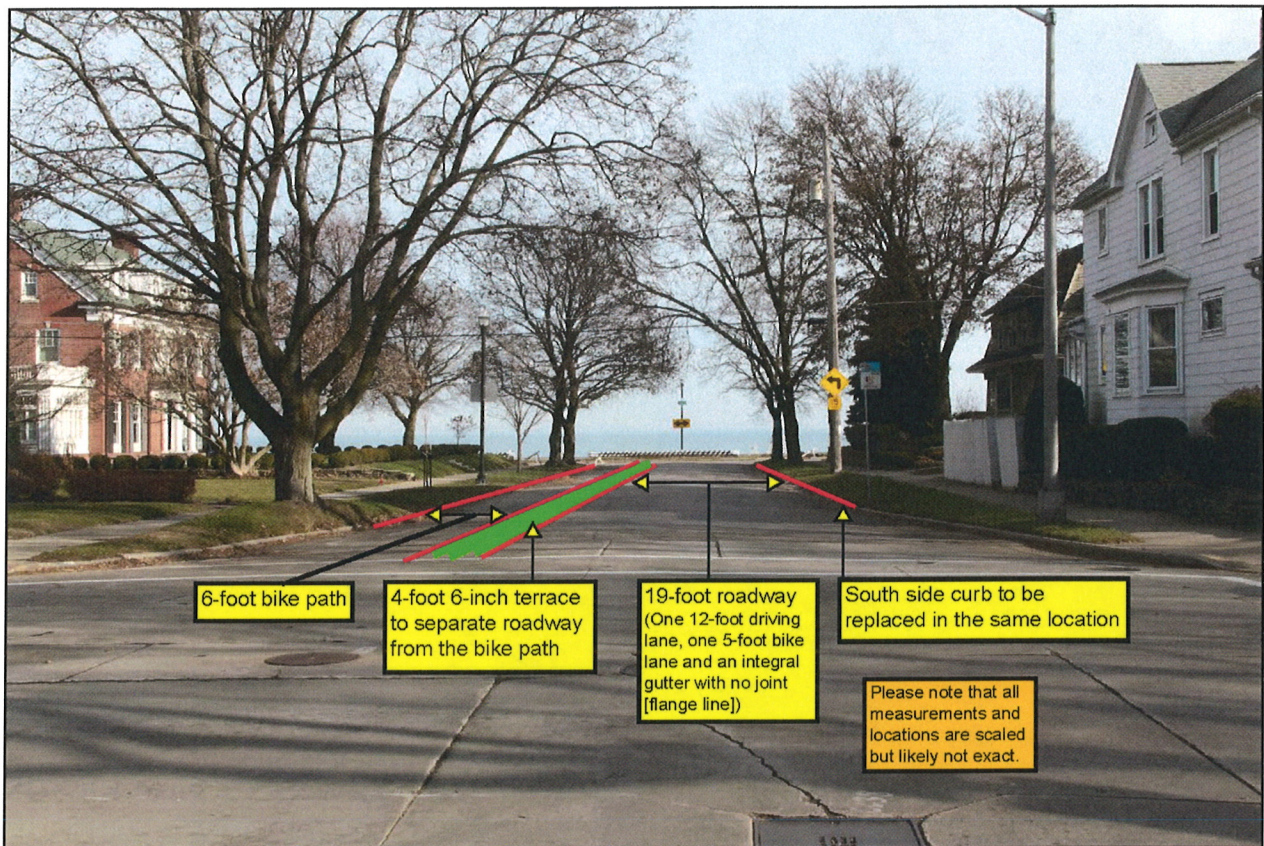


Figure 11: Provided here is a picture that reflects the work proposed on 16th Street between Wisconsin Avenue and Main Street. Note that all work will be done within the current 30-foot ROW. It is our opinion that this work, on one block at the edge of an expansive Historic District, will not have an adverse effect on the character or the integrity of the District.



Figure 12: Illustrated here is the brick-paved, College Avenue looking north of 16th Street.



Figure 13: College Avenue and its brick pavement south of 16th Street is shown in this picture.