

Adverse Effect to Section 4(f) North Sherman Boulevard Historic District

NORTH SHERMAN BOULEVARD PROJECT

History of the North Sherman Boulevard Historic District

The North Sherman Boulevard Historic District was listed on the National Register of Historic Places in 2004 under Criterion A: Community Planning and Development and Criterion C: Architecture.

The District is locally significant as an example of the boulevard planning concept that had an important influence on the physical development of Milwaukee, and as a cohesive collection of residential buildings representing the most popular architectural styles of the first one half of the twentieth century, including Queen Anne, Prairie School, Arts & Crafts, Craftsman, Foursquare, Bungalow, and various Period Revivals. The period of significance is 1907 to 1955, encompassing the years of construction of the contributing resources.

What Defines an Adverse Effect to a Historic Resource?

36 CFR § 800.5(a)(1) States that “an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association”.

Anticipated Measures to Mitigate Harm to the Historic District

- Providing street sign toppers to identify the North Sherman Boulevard Historic District.
- Providing interpretive signs along the North Sherman Boulevard Historic District to tell the story of the district.
- Planting approximately 300 new trees to revitalize the historic tree canopy of the historic district. The location, size, and type of trees will be determined in coordination with city of Milwaukee Historic Preservation Commission and the city of Milwaukee Arborist.
- Determination of Eligibility for a nearby historic district along North 51st Boulevard.



Northbound North Sherman Boulevard south of West Center Street, 1930s or later
(Image Source: Milwaukee County Historical Society)



Northbound North Sherman Boulevard south of West North Avenue, 1963
(Image Source: Milwaukee Public Library)



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Project Purpose and Need	How Purpose and Need is Addressed	Resulting Adverse Effect to the Historic District
<p>Improve Pavement Condition The existing pavement is in poor condition and can no longer be economically maintained.</p>	<ul style="list-style-type: none"> ✓ Replace the existing pavement structure with new concrete pavement and subbase. 	<p>Pavement replacement does not have a resulting adverse effect to the historic district.</p>
<p>Improve Multimodal Accommodations The corridor has deteriorating pedestrian facilities that are not compliant with the Americans with Disabilities Act. Southeastern Wisconsin Regional Planning Commission (SEWRPC) identified North Sherman Boulevard as a recommended corridor for enhanced bicycle facility.</p>	<ul style="list-style-type: none"> ✓ Replace the existing sidewalk and curb ramps. ✓ Add off-street bikeways. ✓ Add fully-protected signalized intersections. ✓ Add raised pedestrian crosswalks. ✓ Add enhanced pedestrian crossings at select locations. 	<p>To accommodate parking pods, intersections, and existing trees, the off-street bikeways have meandering alignments. The meandering bikeways detract from the existing boulevard's linear sidewalk.</p> <p>To replace trees designated for removal, new trees will be planted along each side of the bikeways. The new tree locations detract from the existing boulevard's linear tree lines.</p> <p>To fit the proposed typical section within the existing right of way, a narrower median is required. The proposed median is an alteration from the existing boulevard's wide median.</p>
<p>Address Reckless Driving The corridor is identified as a high-crash corridor with trends of reckless driving and excessive speeds.</p>	<ul style="list-style-type: none"> ✓ Narrow travel lanes. ✓ Remove the existing parking lanes and replace with parking pods. ✓ Add mainline speed tables. ✓ Add fully-protected signalized intersections. 	<p>The replacement of the existing parking lanes with parking pods detracts from the linear nature of the existing boulevard's curb lines.</p>
<p>Improve Intersection Safety The signalized intersections within the project limits were identified as having crash rates exceeding the statewide average.</p>	<ul style="list-style-type: none"> ✓ Replace the existing signals with monotube traffic signals. ✓ Add lane-designated signal heads. ✓ Add fully-protected signalized intersections. ✓ Extend turn lane storage to accommodate intersection capacity needs. 	<p>Traffic signal improvements do not have a resulting adverse effect to the historic district.</p>

