

Appendix E-2

Section 106 Historic Properties Identification Report (March 2016)

I-290 Eisenhower Expressway
Cook County, Illinois

Prepared For:

Illinois Department of Transportation

Prepared By:

WSP | Parsons Brinckerhoff

November 2016

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Executive Summary

This Historic Properties Identification Report documents the National Register of Historic Places (NRHP) findings of eligibility for the Section 106 process for the Interstate 290 (I-290) Eisenhower Expressway study. The I-290 Eisenhower Expressway provides the primary east-west roadway access to the Chicago central business district. Four proposed build alternatives are under consideration within its existing footprint to address safety, operational, and capacity concerns.

Built resources and landscape features in the Area of Potential Effects (APE) were identified and evaluated in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Because the Federal Highway Administration (FHWA) may provide funding for the proposed project and interstate access approvals and permits will be required, the project is a federal undertaking and is subject to compliance with the NHPA and its enabling legislation. Specifically, Section 106 of the NHPA requires FHWA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment.

Between 2001 and 2014, reconnaissance-level field surveys of a preliminary informal APE, based on the Environmental Survey Request (ESR) limits, were completed to identify and photograph any resources 50 years of age or older. Four separate photo logs of identified resources were submitted for review to the Illinois Department of Transportation's (IDOT) Bureau of Design and Environment's (BDE) Cultural Resources Unit staff. They initially identified 76 NRHP-listed and potentially NRHP-eligible properties within the informal APE (ESR limits).

In 2015, IDOT, in coordination with FHWA, delineated the final APE for this project and provided it to the Illinois State Historic Preservation Officer (SHPO) for review and comment. Smaller than the preliminary informal APE (ESR limits), the final APE is based on completion of preliminary engineering and project refinements. Within the final APE, there are 35 NRHP-listed and potentially NRHP-eligible properties previously identified by IDOT-BDE's Cultural Resources Unit staff. Of this number, 26 properties required further evaluation for NRHP eligibility. The project architectural historians completed an intensive-level field survey, additional research, and evaluation of the 26 properties identified as potentially eligible for inclusion in the NRHP.

Within the final APE, there is one National Historic Landmark (Columbus Park, Survey ID 1-20) and five NRHP-listed properties, which are the Oak Park Conservatory (Survey ID 1-10), Gunderson Historic District (Survey ID 1-17), Garfield Park (Survey ID 1-26), Tri-Taylor Historic District (Survey ID 1-30), and Cook County Hospital Administration Building (Survey ID 1-33). In addition, Paulina Mansions (Survey ID 1-9) and the Hulbert Historic District (Survey ID 1-5) were previously determined NRHP-eligible, and the Chicago Park Boulevard System Historic District (Survey ID 1-27), is pending listing in the NRHP.

As a result of identification and evaluation efforts for this project, 12 individual historic properties and no historic districts within the final APE are recommended eligible for listing in the NRHP.

- Synagogue for Congregation B’Nai Israel of Proviso (Survey ID 1-1)
- Park District of Forest Park (Survey ID 1-3)
- Commercial building at 841 South Oak Park Avenue (Survey ID 1-6)
- T.A. Holm Building (Survey ID 1-7)
- Suburban Trust and Savings Bank Building (Survey ID 1-8)
- Maze Branch Library (Survey ID 1-16)
- Assumption Greek Orthodox Church (Survey ID 1-21)
- Commonwealth Edison Kolmar Substation (Survey ID 1-24)
- Altgeld Park Fieldhouse (Survey ID 1-29)
- Crane Technical High School (Survey ID 1-31)
- Louis Pasteur Memorial (Survey ID 1-32)
- Chicago & Midwest Regional Joint Board Building (Survey ID 1-34)

1.0 Introduction and Description of Undertaking

This report documents the identification of historic properties completed for the Interstate 290 (I-290) Eisenhower Expressway study. Because the Federal Highway Administration (FHWA) may provide funding for the proposed project, and interstate access approvals and permits will be required, the project is a federal undertaking and is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires FHWA to take into account the effects of its undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. Historic properties are defined in 36 CFR part 800.16(1)(1) as “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion, in the National Register of Historic Places (NRHP).”

The I-290 Eisenhower Expressway is a primary east-west transportation corridor connecting the western suburbs to the Chicago central business district. It serves northwest Cook County and DuPage County, connecting to the Reagan Memorial Tollway (I-88) and the Tri-State Tollway (I-294) on the west, and I-90/I-94 (Kennedy and Dan Ryan expressways) on the east, as shown in Figure 1-1.

Figure 1-1. Study Area



The I-290 Study Area is centered along I-290 in Cook County. The Study Area extends west to east along I-290 from approximately 1.5 miles west of US 12/20/45 (Mannheim Road) to Racine Avenue, which meets the limits of the I-90/I-94 at I-290 Circle Interchange study. North to south, the Study Area extends from North Avenue to the Metra Burlington Northern Santa Fe (BNSF) commuter rail line. A parallel Chicago Transit Authority (CTA) rail transit facility, the Blue Line Forest Park branch, is co-located in the eastern portion of the I-290 corridor, serving transit passenger travel

between Forest Park and Chicago. CSX Transportation also has freight railroad right-of-way co-located in the western portion of the Project Corridor.

The Study Area's western nine miles is referred to as the "reconstruction section" and the eastern four miles is referred to as the "operations section." The project utilizes the existing interstate right-of-way footprint within which varying operational build alternative configurations are being evaluated. The existing interstate footprint consist of four lanes in both directions between Racine Avenue and Austin Boulevard, three lanes in both directions between Austin Boulevard and Mannheim Road, and four lanes in both directions west of Mannheim Road. Within the existing interstate right-of-way, all four build alternatives would add a fourth lane in both directions between Austin Boulevard and 25th Avenue. Between Austin Boulevard and Racine Avenue, only restriping of the existing lanes is proposed.

1.1 Project Background

The I-290 Eisenhower Expressway, originally constructed as the Congress Expressway, was one of the first multi-modal facilities in the United States. Opened to traffic in sections beginning in the mid to late 1950s, this facility was designed and constructed according to early design standards that were newly created for the interstate highway system.

During the original construction of the Eisenhower Expressway, the CTA Garfield Park rapid transit branch was removed and replaced with what is now known as the "Blue Line" Forest Park branch. This heavy rail transit line was constructed parallel to the Eisenhower Expressway, running along the south side of the roadway or in the median. Prior to the construction of the Eisenhower Expressway, the freight railroad owned by Baltimore & Ohio Chicago Terminal Railroad, which ran at-grade along the current alignment of the Expressway, was relocated and grade-separated adjacent to the south side of the CTA tracks from east of Des Plaines Avenue to Central Avenue, and is now operated by CSX Transportation. This section of rail is part of CSX's Altenheim Subdivision and includes the right-of-way for three tracks, including two continuous tracks and a third intermittent track.

East of Austin Boulevard I-290 is four lanes in each direction and between Mannheim Road and Austin Boulevard, I-290 narrows to three lanes in each direction. This lane configuration has been a long standing source of safety, operational, and capacity concerns.

Since its original construction, I-290 has undergone periodic resurfacing and maintenance throughout the corridor. In 2001, the Hillside Interchange Reconstruction Project, located on the west end of the Study Area, was completed. This project was a localized improvement that addressed the Mannheim Road interchange, and in doing so, addressed safety and operations at I-88's connection with I-290 and improved connections with Mannheim Road, but did not address capacity needs along the I-290

mainline. In 2010, 27 miles of I-290 from Thorndale Avenue to I-90/I-94 were resurfaced and thirty-seven bridges were repaired.

In 2012, Illinois Department of Transportation (IDOT) initiated a Phase I preliminary engineering study for the I-90/94 and I-290 Circle Interchange, whose western study limit along I-290 is at Racine Avenue. This improvement project includes widening of the northbound-to-westbound ramp from I-90/94 to I-290 and the eastbound-to-northbound ramp from I-290 to I-90/94 from one to two lanes, as well as a number of other multimodal transportation system improvements. Initial construction of the Circle Interchange, which was renamed the Jane Byrne Interchange at a dedication ceremony held August 29, 2014, began in 2014 and is scheduled for completion in 2018.

The I-290 Eisenhower Expressway is identified as a fiscally constrained major capital project by the Chicago Metropolitan Agency for Planning (CMAP) Policy Committee, which is the Metropolitan Planning Organization for the region, in the GO TO 2040 Comprehensive Regional Plan as an expressway addition in the form of an express toll lane.

1.2 National Environmental Policy Act

An Environmental Impact Statement (EIS) will be completed by FHWA and IDOT for the I-290 Eisenhower Expressway project in order to satisfy requirements of the National Environmental Policy Act (NEPA). The EIS schedule projects a Draft EIS in late 2016, followed by a Final EIS and Record of Decision in mid-2017. FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by NEPA and corresponding Illinois regulatory requirements. Opportunities exist for the public to provide input on the Purpose and Need, Development of Project Alternatives, including the Preferred Alternative, and project-related environmental impacts.

1.3 Project Alternatives

The development and evaluation of the alternatives is an essential aspect of the NEPA process, compelling federally-funded projects to document alternatives considered. For the I-290 project, this was an iterative process driven by extensive stakeholder involvement combined with technical analysis and environmental impact avoidance/minimization efforts using field surveyed resource data and impact modeling. The alternatives development and evaluation process was completed within an initial identification of a range of alternatives to be considered (including a No Build alternative) and three rounds of development that considered single mode alternatives, combination mode alternatives, and evaluation and refinement of combination mode alternatives that resulted in four build alternatives carried forward for detailed environmental analysis. The components of the build alternatives are defined as:

- **General Purpose (GP) lanes**, which are available to all users regardless of vehicle occupancy and not requiring the payment of a toll. There would be four GP lanes in each direction with this alternative.
- **High Occupancy Vehicle (HOV) 2+ lanes**, which require at least two occupants per vehicle. There would be one HOV lane and three GP lanes in each direction with this alternative.
- **High Occupancy Toll (HOT) 3+ lanes**, which require at least three occupants per vehicle or the payment of a toll for vehicles with two or less occupants. There would be one HOT lane and three GP lanes in each direction with this alternative.
- **High Occupancy Toll (HOT) 3+ & TOLL**, which would include one HOT lane (similar to HOT 3+) in each direction with this alternative; the remaining three lanes in each direction would require a toll for all users.
- **Express Bus Service (EXP)**, which can operate on GP, HOV, or HOT lanes as needed to provide longer distance commuting trips. Accommodations for EXP are included with all four build alternatives.
- **High Capacity Transit (HCT)**, which could be either Bus Rapid Transit running on separate travel lanes or heavy rail transit similar to the existing CTA Forest Park Branch (Blue Line). Accommodations for HCT are included in all four build alternatives.

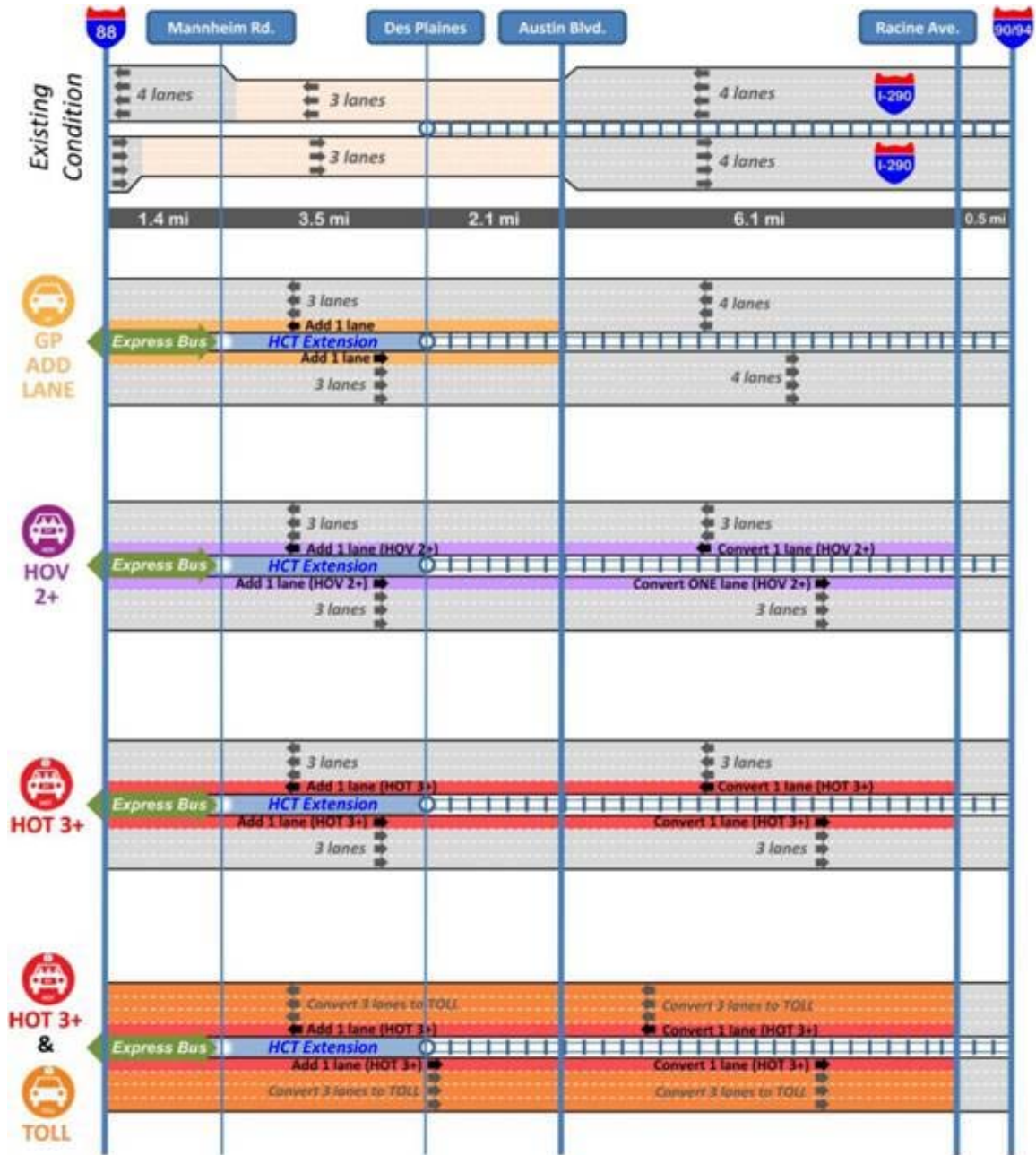
The alternatives carried forward into the Draft EIS all utilize the same design right-of-way footprint with varying operational configurations. As shown in Figure 1-2, the four build alternatives are:

- **GP & EXP & HCT (also referred to as GP Add Lane)**, consisting of adding one general purpose lane¹ in each direction between 25th Avenue and Austin Boulevard, and provisions for Express Bus and High Capacity Transit;
- **HOV 2+ & EXP & HCT (also referred to as HOV +2)**, consisting of adding one HOV 2+ high occupancy vehicle (two or more occupants required for use) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOV 2+ use, and provisions for Express Bus and High Capacity Transit;

¹ “General purpose lanes (also referred to as “mixed use” or “mixed flow” lanes) are those where use is allowed by all vehicles (except certain small motorized vehicles, bicycles and pedestrians on limited access highways), without restriction on number of occupants or imposition of a toll. All lanes on I-290 are currently general purpose.

- **HOT 3+ & EXP & HCT (also referred to as HOT +3)**, consisting of adding one HOT 3+ high occupancy/toll (three or more occupants per vehicle required for non-tolled use, or one/two occupants per vehicle paying a toll) lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, and provisions for Express Bus and High Capacity Transit; and
- **HOT 3+ & TOLL & EXP & HCT (also referred to as HOT +3 & TOLL)**, consisting of adding one HOT 3+ lane in each direction between 25th Avenue and Austin Boulevard, conversion of one existing general purpose lane in each direction east of Austin Boulevard to HOT 3+ use, conversion of the remaining general purpose lanes to toll lanes (all users of these lanes paying a toll), and provisions for Express Bus and High Capacity Transit.

Figure 1-2. I-290 Build Alternatives Evaluated in the DEIS



The No Build alternative is also carried forward to provide a baseline of comparison of travel benefits as well as environmental impacts. This alternative consists of improvements to existing roadway and transit facilities in the broader Study Area that are expected to be constructed by the design year (2040) with the exclusion of major improvements, such as I-290 or CTA Forest Park Blue Line branch expansion, within the Study Area. The environmental conditions that would exist under the No Build alternative are generally consistent with the existing conditions, except to the extent that those existing conditions would be affected by other actions (e.g., other transportation or

development projects. The No Build alternative would not satisfy the project's Purpose and Need.

1.4 Preferred Alternative

In considering the key factors for meeting project goals and objectives, travel performance, and social/economic and environmental impacts, the HOT 3+ Alternative provides the best balance of benefits, avoids social/economic and environmental impacts while providing travel benefits to environmental justice communities. The quantitative comparison of alternatives completed as part of the Draft EIS shows the HOT 3+ Alternative as scoring higher than the other three build alternatives. Since the social, economic and environmental factors are indistinguishable among the build alternatives for most measures, travel performance becomes a principal factor in selecting a Preferred Alternative. Compared to the other build alternatives, the HOT 3+ Alternative demonstrates superior and balanced transportation performance and, based on the analyses completed, the HOT 3+ Alternative is identified as the Preferred Alternative.

2.0 Section 106 Scope of Work and Methodology

The I-290 Eisenhower Expressway study is subject to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the responsible Federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP), and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment.

Per Section 106 requirements, the lead Federal agency develops the Area of Potential Effects (APE), identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE, in consultation with the State Historic Preservation Officer (SHPO). Section 106 regulations require the lead Federal agency to consult with the SHPO and identified parties with an interest in historic resources during the planning and development of the proposed project. The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties.

When a National Historic Landmark (NHL) is located within the APE and would be adversely affected by the project, the Federal agency must also comply with Section 110(f) of the NHPA. Section 110(f) requires that the agency undertake, to the maximum extent possible, planning and actions to minimize harm to any adversely affected NHL and afford the ACHP an opportunity to comment. The ACHP regulations require that the National Park Service (NPS), an agency of the U.S. Department of the Interior, be notified and invited to participate in the consultation involving NHLs.

The APE is defined in Section 106 of the NHPA as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

Historic properties are resources that are either listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. The Criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Are associated with the lives of persons significant in our past; or

- C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Above-ground resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven Aspects of Integrity to determine if it conveys historic significance: location, design, setting, materials, workmanship, feeling, and association. If a property possesses historic significance under one or more Criteria and retains integrity to convey its significance, the property was determined eligible for the NRHP during the Section 106 process of this project.

To comply with Section 106 of the NHPA and its implementing regulations (36 CFR 800), this report documents the following:

1. Identification and survey of above-ground resources in the APE, and
2. NRHP determinations of eligibility for built resources and landscape features using the NRHP Criteria for Evaluation.

The Assessment of Effects will be discussed in a forthcoming separate report.

2.1 Area of Potential Effects

Between 2001 and 2014, Environmental Survey Request (ESR) limits were prepared to identify potential environmental concerns in the vicinity of the I-290 project. The ESR limits provided a preliminary informal Area of Potential Effects (APE), which included the I-290 interstate right-of-way, select cross streets, and properties adjacent to the corridor based on the project scope and proposed improvements known at that time. In some areas, the ESR limits extended half a city block or more, north and south, from the I-290 Project Corridor. Several reconnaissance-level surveys of the informal APE (ESR limits) were completed between 2001 and 2014 to identify and photograph any resources 50 years of age or older. Photo logs of identified resources were submitted for review by IDOT-BDE Cultural Resources Unit staff, who identified NRHP-listed and potentially NRHP-eligible properties within the informal APE (ESR limits).

In 2015, following additional preliminary engineering work, project refinements enabled a substantive revision and final delineation of the APE by IDOT, in coordination with FHWA. Smaller than the preliminary informal APE (ESR limits), the final APE has been defined to include the I-290 interstate right-of-way, select cross streets and railroad crossings with planned improvements, and at least one tax parcel adjacent to the

interstate and those cross streets. In some areas, the APE extends greater than one tax parcel to account for vacant parcels and viewshed considerations.

Maps depicting the APE, the project corridor, and NRHP-listed and surveyed above-ground resources are appended to this report (Appendix B).

2.2 Identification of Historic Properties

The content of this report fulfills Section 106 studies for built resources and landscape features in the APE. As part of this effort, IDOT consulted with FHWA and IDOT-BDE's Cultural Resources Unit staff to determine requirements and discuss areas of concerns. All work completed as part of this effort follows established state standards, requirements, and guidelines. According to the "Exemption Regarding Effects to the Interstate Highway System," passed into effect on March 7, 2005, by the ACHP, the interstate system as a resource is exempt from Section 106 consideration which includes the I-290 corridor.

2.2.1 2001-2014 Reconnaissance-Level Surveys

A reconnaissance-level survey of the preliminary informal APE (ESR limits) was initially completed in 2001, and subsequently in 2009, 2012, and 2014, as the project was expanded and refined to identify any previously evaluated historic properties (including those listed in the NRHP) and any built resources more than 50 years of age within the preliminary informal APE (ESR limits). The results of each field survey were documented in photo logs and maps that were submitted to IDOT-BDE Cultural Resources Unit staff for review. IDOT-BDE's staff architectural historians identified those properties that may be potentially eligible for listing in the NRHP and may be affected by the proposed project.

Their findings were documented in the following memoranda, which are appended to this report (Appendix A):

- Illinois Department of Transportation (IDOT). 2002. Bureau of Design and Environment (BDE). Correspondence with John A. Walthall, Cultural Resources Unit. January 24, 2002. *I-290, Cook County*. Prepared for Illinois Department of Transportation.
- Illinois Department of Transportation (IDOT). 2010. Bureau of Design and Environment (BDE). Memorandum from Laura Fry, Cultural Resources Unit. February 11, 2010. *Affected Historic Properties*. Prepared for Illinois Department of Transportation.
- Illinois Department of Transportation (IDOT). 2012. Bureau of Design and Environment (BDE). Memorandum from Emilie M. Eggemeyer, Cultural Resources Unit. June 20, 2012. *Cultural Resources Review*. Prepared for Illinois Department of Transportation.

- Illinois Department of Transportation (IDOT). 2014. Bureau of Design and Environment (BDE). Memorandum from Brad H. Koldehoff, Cultural Resources Unit. April 14, 2014. *Interstate Widening Project – Property Avoidance*. Prepared for Illinois Department of Transportation.

As a result of identification and evaluation efforts for this project, IDOT-BDE Cultural Resources Unit staff identified 76 NRHP-listed and potentially NRHP-eligible properties within the preliminary informal APE (ESR limits).

2.2.2 Literature Review

Architectural historians who meet the Secretary of the Interior’s Professional Qualifications Standards conducted research to review the published literature and to identify and obtain sources of information pertinent to the history and architecture of Cook County, and specifically, Chicago, Oak Park, Forest Park, Maywood, and Westchester. Architectural historians consulted and obtained relevant documentation from the following databases and repositories:

- NRHP-listed properties in the National Park Service records;
- City directories and United States Federal Census records available through HeritageQuest Online; and
- Historical collections, building permits, and city directories housed at the Chicago History Museum, Chicago Public Library, Historical Society of Oak Park and River Forest, and Maywood Public Library.

The architectural historians also identified and researched a variety of sources to complete the documentation and evaluation of previously and newly surveyed properties. Current aerial imagery and property data as well as historic aerial photography and Sanborn Fire Insurance Maps aided in determining an individual property’s development and past ownership. These sources included, but were not limited to, the following:

- Current property data, including year-built dates, from the Cook County Assessor’s Office;
- NRHP nominations acquired from the SHPO’s Historic and Architectural Resources Geographic Information System (HARGIS);
- Pending NRHP nomination of The Chicago Parks Boulevard System Historic District acquired from the City of Chicago’s Historic Preservation Division;
- “I-290 Corridor Architectural Survey,” and individual property survey forms acquired from the Village of Oak Park’s RuskinARC database;
- Historic district nomination reports and historic resources surveys from the Village of Oak Park Historic Preservation Commission;

- Information on previously surveyed properties in the Chicago Historic Resources Survey database from the City of Chicago's Historic Preservation Division;
- Historical newspaper articles from the Chicago Tribune Archives;
- Sanborn Fire Insurance Maps;
- Historic aerial photographs; and
- Published histories of Chicago, Oak Park, Maywood, Forest Park, and Westchester.

To supplement the information on the qualities and characteristics of specific property types in order to evaluate eligibility for inclusion in the NRHP, the architectural historians consulted the following publications:

- National Register Bulletin, *How to Apply the National Register Criteria for Evaluation*; and
- Virginia & Lee McAlester, *A Field Guide to American Houses*.

The information gathered from these sources was used to develop specific historic contexts as they apply to Cook County and is presented in the Historic Context section of this report. Particular attention focused on city and village histories to gather information on surveyed properties and provide interpretive contexts in order to evaluate NRHP eligibility. These interpretive contexts focused on the development of villages and cities within the county, neighborhood and community area development in Chicago, and the roles of potential historic properties in local, state, and regional history, as well as their architectural significance. These sources were also used to develop individual resource histories to evaluate a resource's historical and architectural significance for evaluation of NRHP eligibility. Specifically, the aerial photographs, Sanborn Fire Insurance Maps, city directories, local histories, newspaper articles, and the prior surveys of the study area were important to establishing an individual property's historic context and significance.

Section 6.0, Bibliography, provides a complete listing of sources consulted.

2.2.3 2015 Intensive-Level Field Survey

In 2015, an intensive-level field survey was undertaken by a survey team of two architectural historians. This entailed driving the entirety of the final APE to photograph and record field notes for all previously identified properties within the final APE requiring detailed investigation. For each property surveyed, the historians conducted the survey of visible elevations from the public right-of-way, which included photographs and observations regarding the property's characteristics. The survey team took photographs of individual properties as well as representative viewscape and streetscape photographs. For each property, the survey team completed a photography log and recorded any observations regarding the physical characteristics of the

buildings, structures, objects, or associated landscape elements. The location of each property was later verified through the Cook County Assessor's GIS database.

2.3 NRHP Determinations of Eligibility

Following the identification of properties in the final APE requiring further research and evaluation, the historians evaluated each identified property for NRHP eligibility. Properties were evaluated under NRHP Criteria A, B, and C for their architectural and historical significance; Criterion D, as it primarily applies to archaeological resources, was not applied as part of this assessment. Separate archaeological investigations were conducted within the project corridor.

Thirteen of these identified properties were previously surveyed and documented in several Oak Park historic resources surveys and local historic landmark designations, the Chicago Historic Resources Survey database, and Landmarks Illinois. The Oak Park "I-290 Corridor Architectural Survey" identified 3 properties near the I-290 corridor and included determinations of local landmark significance and determinations of potential NRHP eligibility. Similarly, the Oak Park "South Town District Survey" identified 3 properties along South Oak Park Avenue and determined they were potentially eligible as local landmarks.

For these previously surveyed properties located in the final APE, NRHP determinations of eligibility were completed. The historians established each property's historical context and significance, or lack thereof, to determine the property's NRHP eligibility. Detailed architectural descriptions and historic context statements were written and the NRHP Criteria for Evaluation were applied to make a determination of eligibility for each of these properties. For properties determined to have historic or architectural significance, the historians completed integrity assessments. If the properties retained integrity, the historians determined periods of significance, and delineated historic boundaries. For each property, a survey data form was completed; each form includes current photographs and individual locator maps, regardless of its eligibility determination. These survey data forms are included in this report in Appendix D.

2.4 Conclusions

The project architectural historians surveyed 35 properties as part of this study. Of this number, there are 9 properties already listed in the NRHP, pending NRHP designation, or previously determined NRHP-eligible by the SHPO. These include:

- Columbus Park at 500 South Central Avenue, Chicago (Survey ID 1-20), NRHP-listed under Criterion A for its association with social and recreational history, and under Criterion C as the masterpiece of Jens Jensen reflecting the mature expression of his Prairie-style philosophies in landscape architecture and programming components, and designated a National Historic Landmark under NHL Criterion 4 as an exceptionally important work of design;

- Oak Park Conservatory at 615 Garfield Street, Oak Park (Survey ID 1-10), NRHP-listed under Criterion A for its association with the development and maturation of the parks movement and preservation of open space in suburban developments in Oak Park, and under Criterion C as a rare example of a glass and steel greenhouse design in Illinois;
- Paulina Mansions at 901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park (Survey ID 1-9), previously determined NRHP-eligible under Criterion C as a good example of an early twentieth-century, Tudor Revival-style, S-shaped courtyard apartment building in Oak Park;
- Gunderson Historic District roughly bounded by Madison, Harrison, and Gunderson Streets, and South Ridgeland Avenue, Oak Park (Survey ID 1-17), NRHP-listed under Criterion A for its association with community planning and subdivision development efforts undertaken by S.T. Gunderson and Sons firm, and under Criterion C for its uniformly designed collection of early twentieth-century American Foursquare homes with Colonial Revival, Craftsman, and Prairie-style influences;
- Garfield Park at 100 North Central Park Avenue, Chicago (Survey ID 1-26), NRHP-listed under Criterion A for its association as one of three original parks of the West Park Commission that continually accommodated changing recreational and cultural needs of community, and under Criterion C for its significant landscape design and architectural history by William Le Baron Jenney, Oscar F. Dubuis, and Jens Jensen;
- Tri-Taylor Historic District roughly bounded by Oakley, Harrison, and Claremont Streets on the north and Taylor and Oakley Streets on the southeast, Chicago (Survey ID 1-30), NRHP-listed under Criterion A for its association with immigrant-developed neighborhoods on the Near West Side after the 1871 Chicago Fire, and its late nineteenth- and early twentieth-century residential urban architecture;
- Cook County Hospital Administration Building at 1835 West Harrison Street, Chicago (Survey ID 1-33), NRHP-listed under Criterion A for its association with the history of medicine, medical education, and public health in Chicago; its importance to immigrant, minority, and poor populations; and as the site of numerous important medical breakthroughs. Also NRHP-listed under Criterion C for its Beaux Arts-style architecture;
- The Chicago Park Boulevard System Historic District that includes approximately 26 miles of parks and boulevards from the southeast part of Chicago at Dr. Martin Luther King, Jr. Drive, west, north, and back east, to the eastern end of Logan Boulevard, Chicago. The system consists of 8 parks, 19 boulevards, and 6 squares (Survey ID 1-27), pending listing in the NRHP under Criterion A for its association with community planning and development as the first major comprehensive designed system in the country and creation of Chicago's neighborhoods in the late nineteenth century, and under Criterion C

for its examples of high-quality late nineteenth- and early twentieth-century architecture along the boulevards and associated parks; and

- Hulbert Historic District roughly bounded by Madison and Harrison Streets, and Clinton and South Kenilworth Avenues, Oak Park (Survey ID 1-5), previously determined NRHP-eligible under Criterion A for its association with community planning and subdivision development by Thomas Henry Hulbert, and under Criterion C for its collection of early twentieth-century Queen Anne-style homes and American Foursquare homes with Craftsman and Prairie-style influences.

Of the 26 evaluated properties, 12 individual historic properties and no historic districts are being recommended as eligible for listing in the NRHP:

- Synagogue for Congregation B’Nai Israel of Proviso at 10216 Kitchner Street, Westchester (Survey ID 1-1), recommended NRHP-eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic synagogue;
- Park District of Forest Park at 7441 Harrison Street, Forest Park (Survey ID 1-3), recommended NRHP-eligible under Criterion A for its association with the Works Progress Administration (WPA) and recreation in Forest Park, and under Criterion C for its original design form, features, and buildings;
- Commercial building at 841 South Oak Park Avenue, Oak Park (Survey ID 1-6), recommended NRHP-eligible under Criterion C as a good example of an early twentieth-century Beaux Arts-style commercial building in Oak Park;
- T.A. Holm Building at 905 South Oak Park Avenue, Oak Park (Survey ID 1-7), recommended NRHP-eligible under Criterion A for its association with local success of the T.A. Holm & Co. Realtors in Oak Park, under Criterion B for association with productive life of T.A. Holm, and under Criterion C as a good example of an early twentieth-century Classical and Art Deco-style terra cotta-clad commercial building in Oak Park;
- Suburban Trust and Savings Bank Building at 840 South Oak Park Avenue, Oak Park (Survey ID 1-8), recommended NRHP-eligible under Criterion C as a good example of an early twentieth-century Neoclassical-style bank building in Oak Park; Maze Branch Library at 845 Gunderson Avenue, Oak Park (Survey ID 1-16), recommended NRHP-eligible under Criterion A for its association with post-Depression and New Deal-era neighborhood branch library construction, under Criterion B for association with local librarian Adele H. Maze, and under Criterion C as a good example of Revivalist library architecture by local architect Elmer C. Roberts in Oak Park;
- Assumption Greek Orthodox Church at 601 South Central Avenue, Chicago (Survey ID 1-21), recommended NRHP-eligible under Criterion C and Criteria Consideration A as an excellent example of the Byzantine architectural style by local master architect Peter E. Camburas;
- Commonwealth Edison Kolmar Substation at 616-632 South Kolmar Avenue, Chicago (Survey ID 1-24), recommended NRHP-eligible under Criterion A for its

association with transportation development in Chicago, and specifically the elevated rail system, over several decades;

- Altgeld Park Fieldhouse at 515 South Washtenaw Avenue, Chicago (Survey ID 1-29), recommended NRHP-eligible under Criterion A for its association with innovative early twentieth-century trends in recreation, and under Criterion C as a good example of a Classical Revival-style public building constructed for a neighborhood park in Chicago;
- Crane Technical High School at 2301 West Jackson Boulevard, Chicago (Survey ID 1-31), recommended NRHP-eligible under Criterion A for its association with the trend toward vocational schools in the early-twentieth century in Chicago, and under Criterion C as an example of Neoclassical-style school architecture;
- Louis Pasteur Memorial at 1800 West Harrison Street, Chicago (Survey ID 1-32), recommended NRHP-eligible under Criterion C and Criteria Considerations B and F as an excellent and rare example of master sculptor Leon Hermant's work in Chicago; and
- Chicago & Midwest Regional Joint Board Building at 333 South Ashland Avenue, Chicago (Survey ID 1-34), recommended NRHP-eligible under Criterion A for its association with the critical growth of unions in 1920s Chicago, and under Criterion C as an example of Art Deco-style architecture designed by local architect Walter W. Ahlschlager in Chicago.

A list of all surveyed properties in the final APE is presented in Appendix C. The individual findings of NRHP eligibility are in Appendix D. Maps depicting the NRHP-listed and eligible properties, as well as the properties evaluated for NRHP eligibility are presented in Appendix B.

3.0 Effects Assessment Methodology

The Assessment of Effects will be discussed in a forthcoming separate report, after the identification of historic properties is completed. This section discusses the proposed effects assessment methodology that will be followed for evaluating project effects to NRHP-listed and NRHP-eligible properties within the APE. Considerations in developing this methodology include the criteria applied for adverse effect, NRHP eligibility and aspects of integrity, and assessment of effects findings.

3.1 Criteria of Adverse Effect

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

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. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization

- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

3.2 NRHP Eligibility and Aspects of Integrity

NRHP bulletins do not address assessments of effects, as effects evaluations are related to the Section 106 process and not the Section 110 process in which the National Register guidance is more commonly used. However, crucial information on integrity assessments (used for eligibility determinations) provides insight regarding what each aspect of integrity entails and how each aspect relates to the select National Register criteria for eligibility. As described above, retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation. The National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (NPS 1997) identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

- **Location is the place where the historic property was constructed or the place where the historic event occurred.** The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.
- **Design is the combination of elements that create the form, plan, space, structure, and style of a property.** It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

- **Setting is the physical environment of a historic property.** Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

- **Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.** The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.
- **Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.** It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.
- **Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.** It results from the presence of physical features that, taken together, convey the property's historic character.
- **Association is the direct link between an important historic event or person and a historic property.** A property retains association if it is the place where

the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in *How to Apply the National Register Criteria for Evaluation*, different aspects of integrity may be more or less relevant dependent on why a specific historic property was listed in, or determined eligible for listing, in the NRHP. For example, a property that is significant for its historic association (A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

3.3 Integrity of Setting and Historically Significant Viewsheds within the I-290 Corridor

Because of common misunderstandings regarding the application of the criteria of adverse effects to historic properties, it is necessary to clearly state that project components may be visible from a historic property, and may obstruct views to or from that property, but this does not necessarily constitute an adverse effect. Factors considered for resources that fall into this category include proximity of the project's proposed build alternatives and noise barriers to the historic property, any historically significant viewsheds that remain as indicated in prior documentation (including NRHP nominations and determinations of eligibility completed by others, as well as NRHP determinations of eligibility completed for this project), and the overall importance of integrity of setting to the historic property's eligibility determination.

In general, the integrity of setting for historic properties along the expressway and within the APE is currently and substantially compromised when the I-290 Eisenhower Expressway was constructed during the 1950s. The scope and scale of the expressway severely altered and compromised the integrity of setting and historically significant viewsheds for many historic properties adjacent to the expressway. Additionally, its presence preceded the NRHP listings and eligibility determinations of all historic properties in the APE.

3.4 Assessment of Effects Findings

As part of the forthcoming Assessment of Effects, information available for each historic property will be reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, are historically significant and contribute to the property's NRHP eligibility. Using the same information, a determination will be made regarding which aspects of integrity are most critical to a historic property's NRHP eligibility, as described in Section 3.2 of this report.

To determine if any historic properties would be affected by the project, architectural historians will conduct site visits to each historic property, review project plans and the noise abatement results, and complete additional photo documentation. Following guidelines set forth in 36 CFR 800 of the NHPA and supported by information on integrity set forth in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, the following findings will be used to assess project effects to individual historic properties and to make an overall project finding of effect:

- **No Effect:** Per 36 CFR 800.4(d)(1), an undertaking may have "No Effect" to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale will be used to assess effects to historic properties within the APE for which there would be no direct physical impact and there would be no visual impact due to distance and intervening elements, such as topography, vegetation, and structures.
- **No Adverse Effect:** Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- **Adverse Effect:** An "Adverse Effect" is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

4.0 Historic Context

The project's historic context focuses on the historical development of the I-290 Eisenhower Expressway project area from Hillside to Chicago by examining the historic patterns that have impacted the development of historical resources in Cook County, specifically Maywood, Forest Park, Oak Park, and Chicago.

The following historic context presents the historical development of the project area and describes the representative types of extant built resources surveyed in the project area. This context provides a background for their evaluation of NRHP eligibility by describing the area's larger patterns of development and consequently, the evolution of the built environment.

4.1 City of Chicago

The Chicago area was originally inhabited by a number of Native American tribes, including the Miami, Sauk, Fox, and Potawatomi. In 1673, Jacques Marquette and Louis Joliet's explorations of the Mississippi River and Lake Michigan brought them to the Chicago area. Many French explorers were initially attracted to the area's short canoe portage connecting the Great Lakes with the Mississippi River system, which was ideal for trading. The French and their Native American allies used the Chicago portage through the late seventeenth and early eighteenth centuries, abandoning it in the 1720s due to continual Native American raids during the Fox Wars.

Around 1780, trader Jean Baptiste Point du Sable built his farm at the mouth of the Chicago River, establishing the first non-native permanent settlement in Chicago. He is considered the city's founder. After the Northwest Indian War, in 1795, some of the Native Americans ceded Chicago to the United States for a military post in the Treaty of Greenville. In 1803, Fort Dearborn was established near the mouth of the Chicago River, at what is now the corner of Michigan Avenue and Wacker Drive. During the War of 1812, Native Americans burned the fort down. It was rebuilt in 1818, used until 1837, and demolished in 1857.

To help finance the construction of the Illinois and Michigan Canal, the Chicago area was surveyed and platted in 1830. Chicago incorporated as a town in 1833 with a population of 350, and as a city in 1837; by 1840, the city had a population of over 4,000. Roads were built south and west out of the city, connecting the surrounding farmlands to the growing transportation hub in Chicago. The advent of grain elevators and wheat grading standards transformed the sale of crops, allowing them to be shipped eastward through the Great Lakes to New York City. In 1848, the Illinois and Michigan Canal opened, allowing shipping from the Great Lakes through Chicago to the Mississippi River and the Gulf of Mexico. That same year, the first rail line and telegraph in the city was completed. As more railroads were constructed into the city through the 1850s and 1860s, Chicago became the transportation hub between major cities in the East and West. Through the late 1800s, Chicago continued to grow as a national retail center, home to

Sears, Roebuck & Company, Montgomery Ward, and Marshall Field & Company, among others.

4.1.1 Chicago Fire of 1871

The Chicago Fire of 1871 temporarily slowed the city's rapid growth, destroying one-third of its structures and leaving over 100,000 homeless. The fire started on October 8, 1871, in a barn owned by Patrick and Catherine O'Leary on DeKoven Street on the near West Side. From the original site, nine successive separate fires were started by flying brands from the earlier burning sites, which were carried by gale-force winds north and eastward through the city. The fire quickly spread, fueled by the wind, dry leaves and weather, and a city primarily constructed of wood (buildings and plank roads and sidewalks). Within 36 hours, the fire destroyed approximately four square miles of the city, including the business district, lakefront harbor, and more than 18,000 structures. Approximately 100,000 of the city's residents were left homeless and between 200 and 300 people were killed. Although the fire destroyed many of the city's structures, much of its infrastructure remained intact, including its water, sewer, and transportation systems.

Reconstruction began quickly due to charity donations received from around the world to assist with relief efforts. The fire led the city to reevaluate its physical development, building construction techniques, and fire standards, all of which had been lacking due to the city's rapid expansion at that time. Almost immediately, land speculators quickly set about rebuilding the city to higher standards while city officials rewrote its fire standards. "Fire Limits" were established in 1872, requiring all new construction within that area to be of brick or stone; outside of the limits, new structures could be built of wood as a concession to the meager resources of the area's residents. Despite the new regulations, many replacement buildings were still constructed of wood. As it rebuilt, the city expanded and reconstruction efforts spurred economic development and population growth. Within a year, the most visible signs of the fire's destruction were gone. The Chicago Fire of 1871 was considered a turning point in the city's early history and was also the catalyst for suburban growth in the Chicago area as residents left the city to build anew.

From 1880 to 1920, the City of Chicago annexed surrounding farmland and suburbs, expanding further westward to accommodate its rapid growth. Between 1870 and 1900, Chicago grew from a city of 299,000 to nearly 1.7 million and was the fastest growing city at the time. Its flourishing economy attracted European immigrants, first from Ireland and Germany, and later from the eastern European countries. However, this population boom led to overcrowded downtown neighborhoods that quickly outgrew the existing infrastructure and created unsanitary conditions. New infrastructure was installed, including streets and alleys, water and sewer pipes, gas pipes, electric lines, and public rail transportation. Rural land was transformed by developers into new neighborhoods. The streetcar lines, and later automobiles, allowed people to live further away from work. In response to overcrowding and unsanitary conditions, social reformer Jane Addams led the movement to improve the quality of urban life for all of the city's residents, including education, social services, and urban housing. Her call for

improvements directly influenced the planning and architecture of the city's new neighborhoods. The 1902 Tenement House Ordinance provided strict guidelines for the construction of multifamily flats and apartment buildings, requiring windows for every habitable room to allow for cross-ventilation and light as well as modern amenities. In single-family housing, the Chicago bungalow also incorporated numerous windows.

In 1893, Chicago hosted the World's Columbian Exposition, constructing the "White City" on former wetlands on the present location of Jackson Park in the Hyde Park neighborhood. Frederick Law Olmstead provided the landscape design while a committee of architects under the direction of Daniel Burnham designed the temporary pavilions in a classical style. Drawing 27.5 million visitors to the city, the Exposition greatly influenced the subsequent direction of art, architecture, and design in the United States. The classical architectural style contributed to a revival of Beaux Arts architecture.

Through the late nineteenth and early twentieth centuries, Chicago continued to grow its manufacturing and retail industries, fostered by expansion of railroads throughout the upper Midwest and the East, and greatly influenced the nation's economy. Chicago became the world's largest rail hub and one of its busiest ports by shipping traffic on the Great Lakes. The packing trade was dominated by the Chicago Union Stock Yards and commodity resources, such as lumber, iron, and other ores, were brought to Chicago for processing and shipment. Alongside New York City, Chicago became the center of the nation's advertising industry. During the 1920s, new construction boomed, including monumental skyscrapers and notable Chicago landmarks, such as the Merchandise Mart and Chicago Board of Trade Building. New construction stopped during the Great Depression and World War II.

The Great Depression severely impacted Chicago due to the city's reliance on manufacturing, the hardest hit sector nationally. Only half of the Chicagoans working in the manufacturing sector in the late 1920s were still working there in 1933. African Americans and Mexicans unemployment rates were high and public school teachers were owed months of back pay by 1933. The city and private charities were financially hit hard by the economic downturn. The city was already facing a financial crisis when the Depression hit, due to a 1928 property reassessment that prevented the city from collecting taxes, immediately followed by a widespread tax strike. The city quickly exhausted its emergency relief funds by 1932. Religious institutions, benevolent societies, and mutual benefit societies were also on the brink of financial ruin. Public unrest was also high during this period as the city saw some of its most volatile strikes, protests, and demonstrations due to the high unemployment rate and frustrated workers. The strikes were often supported by unions whose organizing efforts provided a common ground to a disparate workforce.

Through New Deal funds, federally funded jobs and services alleviated unemployment and helped the city to complete the construction of large-scale projects, such as Lake Shore Drive, landscaping numerous parks, constructing 30 new schools, and building a modernized State Street Subway. General prosperity returned to the city in 1940 as war

production orders ended unemployment and deflation. However, the Great Depression left its mark on the city. Chicago had experienced stark, widespread poverty and a reorientation toward the Democratic Party, who had come to power during the period, appealing to organized labor and African Americans. Chicago neighborhoods lost many of their mom-and-pop stores.

Between 1950 and 1960, Chicago's population shrank for the first time in its history as many moved to the suburbs and factory jobs stabilized. Urban renewal efforts and the construction of expressways demolished and divided neighborhoods. Replacement public housing solved few of the city's economic and criminal problems. Since the early 1990s, many of the inner city neighborhoods have been revitalized, though others, like those on the West Side, have not experienced the same turnaround. New Asian, Mexican, and Puerto Rican immigrants have also settled in the city. Today, the city remains a center of trade, its rail and water transit hubs supplemented by airports.

4.1.2 West Side Neighborhoods/Community Areas

The City of Chicago is divided into more than 200 neighborhoods and 77 community areas. The city's neighborhood names, identities, and boundaries have evolved over time due to real estate development and changing demographics. Consequently, there is no official list of city neighborhoods or their boundaries.

The city's community areas were drawn by University of Chicago researchers in the late 1920s to understand Census Bureau information by real divisions in the city. Roughly corresponding to the city's neighborhoods and often encompassing several of them, the community area boundaries were based on "natural areas" within the city created by physical boundaries such as rivers, parks, and railroads. Seventy-five community areas were originally identified with two added in the 1950s and 1980; the boundaries have never been revised in order to allow for comparisons over time.

This context focuses on the four West Side community areas within or near the I-290 corridor.

4.1.2.1 Austin

Austin is Community Area 25, encompassing the Galewood, the Island, North Austin, South Austin, and portions of the West Humboldt Park neighborhoods.

Located on Chicago's western border, seven miles west of the Loop, Austin was founded in 1865 by developer Henry Austin, who purchased 470 acres for a temperance settlement named Austinville. By 1874, the village had nearly 1,000 residents due to improved suburban railroad service. It continued to grow to over 4,000 residents by the 1890s, becoming the largest settlement in Cicero Township. In 1899, Cicero Township residents voted Austin out of the township and it was annexed to Chicago. Despite annexation, Austin residents attempted to maintain a separate identity through the early twentieth century, building an Austin Town Hall in 1929.

Austin was initially settled by upwardly mobile German and Scandinavian families, followed by Irish and Italian families who built many of the neighborhood's mid-twentieth century Roman Catholic churches. In the 1930s, many Greek immigrants arrived in South Austin. They constructed the Byzantine-style Assumption church on Central Avenue. In the late 1960s, Austin's population shifted, becoming predominantly African American by 1980.

By 1920, Austin had become a dense urban neighborhood known for its excellent public transportation. The neighborhood was serviced by a street railway every half-mile to downtown Chicago as well as the Lake Street "L" rapid transit system. Commercial corridors developed around the transit lines, primarily along Madison Street, Chicago Avenue, and Lake Street. However, by the mid-twentieth century, Austin was a predominantly residential community with major industrial areas to the east, north, and south. Its early twentieth-century, large-frame homes were replaced by dense housing developments, though the nineteenth-century village's residential core of Neoclassical and Queen Anne-style houses remained. In North Austin, housing consisted of brick two-flats, small frame houses, and brick Chicago bungalows while South Austin was characterized by row houses, corner apartment buildings, and numerous brick three-flats and courtyard apartment buildings. South Austin was also home to the Jens Jensen-designed Columbus Park, a prairie park featuring a lagoon, refectory, winding paths, a golf course, a swimming pool, and athletic fields. Constructed in the 1950s, the Congress Expressway (now Eisenhower Expressway) took the park's south nine acres as well as other neighborhood buildings in its pathway.

4.1.2.2 West Garfield Park

West Garfield Park is Community Area 26, encompassing the West Garfield Park neighborhood.

Located on the east border of Austin, five miles west of the Loop, the West Garfield Park area was first settled in the 1840s when a plank road was laid along Lake Street and the Chicago & Northwestern Railway came through in 1848. It was a rural area characterized by scattered farms. Urbanization began in the 1870s with the West Side Park Board's establishment of three major West Side parks in 1870, the Chicago Fire of 1871 that prompted land speculators and residents to move further westward out of the city's fire limits, and the establishment of the Chicago & Northwestern Railway's train shops in 1873 north of Kinzie Street. The railroad's several thousand employees and their families, mostly Scandinavians and Irish, settled in the area south of Kinzie Street around Central Park, the middle West Side park. The Central Park village was primarily residential, consisting of single-family homes, two flats, and some large apartment buildings, with some commercial buildings to meet the needs of its residents.

In 1881, Central Park was renamed Garfield Park in honor of the assassinated President Garfield. The park provided many recreational opportunities for its new residents, featuring an administrative building, exhibit houses, picnic groves, and a bicycle track. Nearby, the Garfield Park Race Track was established as a gentleman's trotting club in 1878 and converted for gambling ten years later. Taverns catering to spectators sprang

up around the track. The track was closed in 1906 after a series of shootings and one near riot and replaced by new residences.

The neighborhood experienced further growth following the construction of the first elevated railroad on Lake Street in 1893, and the Garfield Park “L” on Harrison Street soon after. The “L” lines connected West Garfield Park residents to neighboring enclaves and downtown Chicago for work and leisure. The establishment of the Sears plant in nearby North Lawndale brought new residents to West Garfield Park’s southeast area. Starting in 1914 and through the 1920s, Madison Street became the heart of Garfield Park’s commercial district with new department stores, movie palaces, and hotels. Growth during the Great Depression and World War II stagnated, but the community remained stable.

Several changes to the community occurred during the 1950s, including the Congress Expressway’s construction and population changes. Buildings were demolished on the neighborhood’s south side to make way for the new expressway, displacing residents. African Americans moving into the neighborhood were met with hostility and longtime white residents began moving out of the neighborhood. The United Property Group was formed to prevent further sales to African Americans while the Garfield Park Good Neighbors Council was established to welcome African American homebuyers. Middle-class African American families created small organizations and block clubs to maintain their new neighborhoods, but their efforts went largely unrecognized and could not prevent the increasingly neglected and overcrowded apartment buildings due to absentee landlords. Riots in 1965 and 1968 that destroyed homes and businesses further divided the community and the last major retailers and white residents left. Open-housing laws in the 1970s provided an opportunity for middle-class African American residents to leave the neighborhood, which was experiencing increasing poverty and a physical decline.

4.1.2.3 East Garfield Park

East Garfield Park is Community Area 27, encompassing the East Garfield Park and Fifth City neighborhoods.

Located four miles west of the Loop, East Garfield Park developed similarly to West Garfield Park. Annexed to Chicago in 1869, its western section comprised a portion of Central Park (later Garfield Park), which was established the same year. The land east and south of the park was subdivided but not fully developed for at least another couple decades, and East Garfield Park remained sparsely populated. The community’s residential and commercial development followed the construction of the elevated “L” lines on Lake and Harrison Streets through the community in the early 1890s and the establishment of manufacturing plants in neighboring communities, such as the Sears plant in Lawndale. Many of the community’s residents worked in the nearby plants and two flats and small apartment buildings were erected to house them as well as modest homes, commercial buildings, and other industries. East Garfield Park’s early residents were mostly Irish and German, and later included Italians and Russian Jews.

Post-World War I, East Garfield Park experienced a brief period of prosperity. West Garfield Park's Madison Street shopping district expanded eastward along Madison into East Garfield Park. A high-class residential hotel, the Graemere, opened just east of Garfield Park and a vocational school for girls opened in 1927. Unlike West Garfield Park, East Garfield Park experienced economic and residential decline during the Great Depression and World War II. Many houses were converted into smaller units for more boarders and allowed to deteriorate. By 1947, the area was in great need and Daughters of Charity opened Marillac House at 2822 West Jackson Boulevard to serve the local poor.

Like its neighboring communities, the 1950s Congress Expressway construction displaced residents on the south side of the neighborhood. Additionally, its racial composition was changing as more African American families began purchasing and renting homes in East Garfield Park. In 1960, a cluster of Chicago Housing Authority (CHA) family public housing projects—Harrison Courts, Maplewood Courts, and Rockwell Gardens—were constructed at the east end of East Garfield Park. During this time, residential physical conditions continued to deteriorate due to absentee landlords and increasingly common vacant lots. Despite these conditions, local churches, and community organizations continued to promote interracial community involvement, urban renewal, and local leadership.

In 1966, civil rights activism attempted to prevent further neighborhood deterioration through the establishment of anti-slum organizations (East Garfield Park Union to End Slums) and cooperatives to obtain groceries and housing (East Garfield Park Cooperative). A coalition of residents and clergy successfully fended off the CHA's attempt to build more high-rise public housing. Rioting in 1968 undermined these activism efforts, leading to more businesses and residents leaving the neighborhood. East Garfield Park lost more than two-thirds of its population due to this outmigration. In the 1970s and 1980s, the area was characterized by endemic poverty, unemployment, a drug economy, and associated criminal activity to fill the economic void.

4.1.2.4 Near West Side

The Near West Side is Community Area 28, encompassing the Fulton River District, Greektown, Illinois Medical District, Little Italy, Near West Side, Tri-Taylor, University Village, and West Loop neighborhoods.

Located two miles west of the Loop, the Near West Side is bound by the Chicago & Northwestern Railroad to the north, the Pennsylvania Railroad to the west, the South Branch of the Chicago River to the east, and 16th Street at its southern edge. Settled in the 1830s, the Near West Side's residential areas grew along ethnic, economic, and racial lines that continued into the nineteenth and twentieth centuries. The first African American settlement in Chicago emerged around Lake and Kinzie Streets in the 1830s. Irish immigrants settled in wooden cottages west of the river after 1837, and were soon followed by Germans, Czechs and Bohemians, and French immigrants. The area south of Harrison Avenue, bound by Halsted to the west and 12th Street (later Roosevelt Road) to the south, became and remained a port of entry for poor European immigrants. The

area north of Harrison Avenue was initially settled by wealthy elites seeking a refuge from the bustling, growing city. Between the 1840s and early 1860s, the Near West Side was easily accessible from the Lake Street business district, making it convenient for the wealthy to work in the city and live just outside of it. They created Jefferson Park in 1850 and Union Park in 1854, establishing residences around them. By the 1870s, a small middle class gradually replaced the Union Park area's wealthy residents.

Settlement houses, or reform institutions, were first established during the 1880s on the Near West Side to provide social services and remedy poverty in crowded immigrant neighborhoods. Institution building also emerged as an effort by individual ethnic groups to reconstruct the cultural worlds left behind in Europe. The most well-known of these institutions was Hull House, opened by Jane Addams and Ellen Gates Starr in 1889 in a converted 1856 mansion that eventually became a thirteen-building complex. Hull House attracted thousands of neighborhood residents weekly to its extensive social, educational, and artistic programs. Hull House reformers actively influenced local, state, and national policies and laws, including, but not limited to, investigations of housing, working, and sanitation issues; improvements, reforms, and legislation of the city's ward politics, garbage removal, workers compensation, housing, child labor, occupational safety and health provisions, women's reform; and efforts to establish new public schools, juvenile courts, neighborhood parks and playgrounds, and branch libraries. The Hull House became the flagship of the settlement house movement in the United States, which included nearly 500 settlements nationally by 1920.

In the 1870s and 80s, wholesale trade businesses and manufacturers were located along an east-west axis on the community's north side. These streets were lined with three- and four-story buildings, housing several businesses, and providing a center of employment. After the Chicago Fire of 1871, the Near West Side became a refuge for over 100,000 people, leading to overcrowding. Tensions over urban space and economic mobility among ethnic groups led to an ongoing process of neighborhood succession as newcomers replaced older groups. Near the turn of the twentieth century, Russian and Polish Jews and Italians replaced the Irish and Germans in the Near West Side. The Italians settled between Polk and Taylor Streets while the Jews settled southward to 16th Street where they established a business community known as the Maxwell Street Market. A Greek settlement known as the Delta developed between Harrison, Halsted, and Polk Streets, and Blue Island Avenue. Larger numbers of African Americans and Mexicans moved into the Near West Side in the 1930s and 1940s with the number of African Americans increasing through 1960 due to the Great Migration of black southerners.

Beginning in the 1950s, the Near West Side experienced major changes due to the construction of new expressways, the University of Illinois at Chicago, and public housing as well as urban renewal efforts and rioting. Two new expressways and an expressway interchange were constructed through the Near West Side in the 1950s and 1960s, demolishing properties and displacing residents. The Congress Expressway (now the Eisenhower Expressway) was constructed through the community, just north of Harrison Avenue, in the 1950s while the Kennedy Expressway and Circle Interchange

were constructed along the community's east side in the late 1950s, opening in 1960. These expressways took out a significant section of the Greektown neighborhood. In the 1960s, the construction of the University of Illinois at Chicago's new urban campus displaced most of the Hull House, demolishing the majority of the original complex, as well as demolished the historic Italian neighborhood (only two of the original buildings still stand). A declining economic base prompted urban renewal efforts, as well as the construction of public housing, which began before 1950 and continued into the 1960s; however, these efforts did not alleviate these conditions. The Near West Side was also impacted by the 1968 riots that followed the assassination of Martin Luther King Jr. The riots caused widespread devastation in the already impoverished area.

Toward the end of the twentieth century, the University of Illinois at Chicago expanded its campus in the Near West Side, destroying most of the Maxwell Street Market. The areas closest to the Loop were also gentrified during this period.

4.2 Village of Oak Park

Oak Park originated on 173 acres of timber and prairie land, just east of the Des Plaines River, settled by Joseph and Betty Kettlestrings in 1835. The Kettlestrings constructed a house on the Galena to Chicago stagecoach route, near what is now Lake and Harlem Streets. Conveniently located, their house became a small hotel providing dinner, a bed, and breakfast for 50 cents. In 1848, the Galena & Chicago Union Railroad extended west of Chicago with tracks parallel to the stagecoach route and brought more settlers, to whom the Kettlestrings sold large land parcels. Known first as Kettlestrings Grove, the area eventually grew into the small village of Oak Ridge, named for the oak trees once covering the land. By the end of the Civil War, Oak Ridge had a market, general store, and newspaper. A school district was established in 1857. Eventually, the post office and railroad were renamed Oak Park, because the name Oak Ridge was already taken by another post office in Illinois. The village was subsequently renamed Oak Park in 1872, but still remained under the governance of Cicero Township.

Oak Park rapidly grew after the Chicago Fire of 1871, which pushed city residents out to the suburbs. The area near the railroad station was initially subdivided, followed by more subdivisions further out, and infrastructure improvements were made. Soon Oak Park had electricity, paved streets, and surface transportation lines. Residents founded clubs, a library, and parks, among other organizations. The Lake Street "L" extension to Harlem Avenue at the turn of the twentieth century further improved connections to jobs in Chicago, as the Oak Park stop was one of the few suburban stops in the system, and contributed to an increasing population. Between 1892 and 1950, the majority of Oak Park's housing stock and most of the village's current buildings were constructed.

In 1902, Oak Park incorporated as a municipality and separated from Cicero Township. A regional shopping district developed around the elevated transit system by the 1920s, while many of the older homes in the central district were replaced by apartment, commercial, and office buildings. Local builders, Seward Gunderson and Thomas Hulbert, developed houses south of Madison Avenue while the prairie land north of

Lake Street was replaced by large architect-designed homes. Frank Lloyd Wright established his home and studio in Oak Park in 1898, designing many area homes and the nearby Unity Temple. During this time, Oak Park was also home to several notable individuals, including author Ernest Hemingway, *Tarzan* author Edgar Rice Burroughs, and modern dancer Doris Humphrey.

After World War II, expressway construction and changing population demographics affected Oak Park. Instead of shopping in downtown Oak Park, people went to new shopping centers along the expressways, while the construction of the Congress Expressway (now the Eisenhower Expressway) bisected the south side of the village in the late 1950s. Oak Park's zoning and planning laws became weak and out of date. Soon after, the Fair Housing Act of 1968 ended housing discrimination, and many communities around Chicago were unprepared for the coming change. However, Oak Park anticipated the arrival of new residents and worked to ensure a smooth transition to a more diverse society. Oak Park founded the Community Relations Commission to prevent discrimination, stave fears and rumors that often accompanied integration, and visit neighborhoods to encourage residents to welcome new neighbors. The village passed an open-housing ordinance that banned "panic peddling," racial steering, and other forms of real estate agitation. New African American families were encouraged to disperse throughout the city instead of grouping in one neighborhood, and home-seeking Caucasians were similarly directed. The village encouraged neighborhoods to form block clubs and promote community unity.

4.3 Village of Maywood

Maywood was established in 1869 on the site of two Indian trails and 450 acres of several large farms along the west bank of the Des Plaines River, originally part of a larger area known as Noyesville. It was founded by the Maywood Company, a stock corporation formed by Colonel William T. Nichols and six other Vermont businessmen. The Maywood Company chose the new village's location for its proximity to Chicago, 5.5 miles from that city's west limits, and the presence of the Chicago and Northwestern Railway through the village. When Maywood was established, the Chicago and Northwestern Railway Company agreed to build a depot there and put in sidetracks to facilitate freight transportation. This directly contributed to the village's early boom period and development into a thriving suburban community by the turn of the twentieth century.

The village was named for Colonel Nichols' recently deceased daughter, May, and the 20,000 elm, maple, oak, and ash trees that were planted along all of the village's streets. Following incorporation, the Maywood Company immediately began subdividing the land, made infrastructure improvements, and laid out wide streets in a grid pattern. Building commenced on the north side of the Chicago and Northwestern Railway tracks with no less than thirty houses built on speculation within the year. A post office, school, grocery store, hotel, churches, and a park soon followed. In 1881, the village was formally incorporated.

This suburb housed Chicago workers as well as its own industries, such as Chicago Scraper and Ditcher, an agricultural machinery manufacturer established in 1884, and the Norton Can Works, later the American Can Company, which moved to Maywood in 1885. Maywood's industries were primarily concentrated within the factory district along the north side of the railroad tracks. Public transportation, including the Chicago and Northwestern Railway line and Chicago's rapid transit system, provided service to Maywood's industries and residents and connected the village to Chicago.

Maywood's population nearly tripled between 1900 and 1920. In 1920, the Edward Hines Jr. Memorial Veteran's Hospital was founded in Maywood. The American Can Company and various other industries prospered through the Depression and mid-twentieth century. In 1969, the community gained the Loyola University Medical Center. However, the village faced economic decline in the 1970s when the American Can Company, among others, moved out of Maywood and the village's main shopping street, Fifth Avenue, suffered from a declining retail base. In the 1990s, the community enacted a tax increment financing district to encourage renewed growth and Maywood began to rebound from the economic decline of previous decades.

4.4 Village of Forest Park

In 1839, French-Indian trader Leon Bourassa received a land grant for 160 acres along the Des Plaines River, an area originally occupied by the Potawatomis. The next settler was German immigrant Ferdinand Haase, who purchased land from Leon Bourassa in 1851. Five years later, the Chicago and Galena Union Railroad established a railroad line through the area, bringing with it public transportation and a workforce who settled in the community. The community was named Harlem after one landowner's hometown in New York City. More settlers came in the aftermath of the 1871 Chicago Fire, building new homes in Harlem. A smaller rail line established in 1881 and the elevated "L" electrified rapid transit service established in 1895 further contributed to the development of the community by providing additional public transportation to Chicago. The Town of Harlem formally incorporated in 1884 and was later renamed Forest Park in 1907 due to shifting borders with River Forest and the existence of another Harlem in Illinois.

The community was known for its several large cemeteries, which cover much of the village. The first, Jewish Waldheim, was established in 1870 and was soon followed by Concordia in 1872, German Waldheim in 1873, Forest Home in 1876, and Woodlawn in 1912. German Waldheim merged with Forest Home in 1968 and is known as the final resting place for the four men hanged in 1887 for their alleged role in Chicago's Haymarket Riot. When the Congress Expressway (now the Eisenhower Expressway) was constructed in the 1950s, over 3,700 graves were moved from three of the village's cemeteries.

Forest Park was also known for its leisure activities. From 1907 to 1922, the Forest Park Amusement Park was a popular attraction for area residents as one of the only of its kind in Illinois at the time; it was also one of the largest in the country. It featured a

roller coaster superstructure, fun house, beer garden, casino, swimming pool, and skating rink. A downturn in business due to Prohibition and a devastating fire in 1922 permanently closed the park. In the early twentieth century, Forest Park was also home to several thoroughbred racetracks and the Harlem Golf Course.

The first interest in a community park arose in 1920 when the Forest Park Citizen's Protective League was formed to prevent further industrial or railroad development on a piece of vacant land they hoped to develop into a park. In 1934, the Park District of Forest Park was created through a village referendum and the first 16.5 acres of land were purchased in 1935 with administrative offices opening at 7520 West Harrison Street. Two weeks after the offices opened, a grant to improve the land was filed with the federal government and approved later that year as a Works Progress Administration (WPA) project. The WPA built pathways, tennis courts, baseball diamonds, a swimming pool, wading pools, an illuminated fountain, a garage and shop, a comfort station, and a three-story, Tudor Revival-style Administration Building, among other amenities.

Although Forest Park was predominately occupied by cemeteries and workers who commuted to Chicago's industries, the community had a few of its own industries. The first, a sausage factory, was established in 1890. In 1918, the Checkerboard Air Field was constructed and used by the Chicago-St. Louis United States mail run until 1927. In 1942, the United States Naval Ordnance Plant (Amertorp) began operations to meet the armament needs for World War II. The plant manufactured thousands of torpedoes and employed up to 6,500 workers during the war. It operated until 1971 when the majority of it was replaced by a mall. One of the most well-known industries was the Ferrara Pan Candy Company, which was founded in 1908 by Salvatore Ferrara in Chicago. The manufacturing facility moved to a former dairy in Forest Park in 1959, where it continues to operate today.

4.5 Village of Westchester

Westchester is a western suburb of Chicago platted by Samuel Insull in 1924. Before Insull purchased the 2,200 acre tract, German farmers worked the land for a century. Insull envisioned a model English town, and established English road names while developers constructed Tudor Revival-style apartments and houses. The town of Westchester incorporated in 1926 and had paved roads, sidewalks, street lamps, a sewer system, and parkways. The same year, the Garfield Park rapid transit line extended from Chicago to 12th Street (now Roosevelt). It extended again to 22nd Street (now Cermak) in 1930.

The Great Depression halted housing development construction in Westchester. Construction did not pick back up until after World War II as families moved out of Chicago and into the suburbs. During the 1950s-60s, Westchester remained a residential community, and population expansion predicated new construction, including ranches, Split-Levels, and post-war Colonial Revival houses. The village grew as the Eisenhower Expressway to the north and Tri-State Toll Road to the west became major

transportation routes. In the 1980s, commercial enterprises moved to Westchester with the construction of the Westbrook Corporate Center.

4.6 Transportation

Chicago and its surrounding suburbs have a wide and varied public transportation history. This context focuses on the modes of transportation within or near the I-290 corridor preceding the expressway's construction in the 1950s and history of the expressway itself.

4.6.1 Streetcars and Elevated Transit Lines

Chicago's first streetcars were horse cars run by the Chicago City Railway Company and the North Chicago City Railway Company around 1858 to 1861. Horse-drawn streetcars were slow and expensive to operate, and were substituted by cable cars in the 1880s. By 1887, the city had the largest cable railway system under the purview of three separate companies: Chicago City Railway, Chicago Passenger Railway, and the West Chicago Street Railroad Company. Although electric-powered trolleys came into being in the 1880s, the city's conversion to an electric-powered streetcar system did not occur until the mid-1890s. It was completed in 1906 and replaced the horse cars and cable cars. Various reorganizations of the multiple street railway lines and companies in Chicago from the 1890s through 1913 resulted in the Unification Ordinance of 1913, stipulating that all lines would be managed by a single association called the Chicago Surface Lines (CSL). Commencing operations in 1914, the CSL consisted of four companies: the Chicago Railways Company, Chicago City Railway, Calumet and South Chicago Railway, and Southern Street Railway.

During this same period, the city's public transportation options expanded to include elevated railroad transit lines. The Metropolitan West Side Elevated Railroad Company built the Garfield Park Line in 1895 as part of the overall Metropolitan West Side Elevated Railroad, also known as the "L." It was Chicago's third elevated railroad transit line and the first electrically powered one in the city. The four-track main line ran from downtown Chicago to Marshfield Avenue with branches to Logan Square, Humboldt Park, Garfield Park, and Douglas Park. The Garfield Park Line continued westward from Marshfield Avenue, parallel to Van Buren Street and Harrison Avenue, to the city limits at Cicero Avenue. It was eventually extended west to the Forest Park, Maywood, and Bellwood suburbs. In 1902, the line was extended to Laramie Avenue with a connecting interurban service on the Aurora Elgin & Chicago Railway between Laramie Avenue and Aurora. The line was extended again in 1905 to Desplaines Avenue in Forest Park, providing local service over the Aurora Elgin & Chicago Railway ground-level trackage. In 1926, the Garfield Park Line was extended to Roosevelt Road in Westchester on a new branch extending south from the Chicago Aurora & Elgin Railroad (formerly the Aurora Elgin & Chicago Railway) at Bellwood.

The city's street railways system continued to grow throughout the 1920s, despite the rise in automobile ownership, and into the 1930s and 1940s, due to the 1933-1934 World's Fair and wartime demand. The CSL introduced gasoline buses for light routes

in 1927 and trolley buses to the northwest side in 1930 to supplement its existing service. At the height of its operations in Chicago, the CSL had numerous routes and over 1,000 miles of trackage, including routes along Harrison Avenue and Van Buren Street, as well as intersecting north-south routes, within the subject corridor. However, despite this continued growth, the four companies comprising the CSL were bankrupt and went into federal receivership in 1930. These proceedings were converted to those under the Bankruptcy Act in 1944 and trustees were appointed.

Similar to the formation of the CSL in 1913, the Metropolitan West Side Elevated Railroad Company, along with three other elevated railroad companies, formed the Chicago Elevated Railways Collateral Trust to establish cross-town services in Chicago for the first time. This partnership, and consolidation of "L" companies, was formalized in 1924 with the incorporation of the Chicago Rapid Transit Company (CRT), a privately-owned firm. In 1947, the newly formed Chicago Transit Authority (CTA), an independent governmental agency, took over the CRT "L" and CSL streetcar system operations. The CTA purchased the assets of the Chicago Motor Coach Company in 1952, unifying the public transportation system in Chicago and its surrounding suburbs.

The CTA soon began making changes to the city's public transportation system. The CTA considered streetcars old-fashioned and began replacing them with buses and trolley buses in 1948. Only four streetcar lines were left by 1954 and the streetcar system was completely abandoned by 1958. The electric trolley bus suffered a similar fate when the CTA began phasing them out of service in the late 1960s and early 1970s; the last trolley bus ran in 1973. Under the CTA's purview, new "L" lines were constructed, existing lines were extended or renovated, and others were closed.

In 1949, plans were underway to begin construction of the Congress Expressway (now the Eisenhower Expressway), which followed Congress Street out of Chicago along the elevated Garfield Park Line route. The old Garfield Park Line would be demolished to accommodate the expressway; in its place, a new rapid transit line would be constructed in the expressway median. During construction, the Garfield Park Line was rerouted to a temporary ground-level operation next to Van Buren Street between Sacramento and Aberdeen Streets. Stops between Halsted and Kedzie Streets on the temporary line were closed. The Chicago Aurora & Elgin Railroad interurban had difficulties accessing the temporary line, cutting their service back to DesPlaines Avenue and eventually ending passenger service in 1957.

On June 22, 1958, the CTA opened its first newly designed rapid transit line, the Congress Line, from Forest Park on the west end to the Dearborn Street Subway at LaSalle/Congress station, to Logan Square on the east end. Initially called the West Side Subway, the Congress Line replaced the over 50-year-old elevated Garfield Park Line. The Congress Line pioneered a new station and route design by placing the rapid transit line in the center of the expressway, the first of its kind in the nation. Within the expressway right-of-way, each station included an island platform and small station house containing the ticket booth and turnstiles, connected by an enclosed, sloping ramp. The station platform was a 600-foot island topped throughout by a canopy,

supported by structural aluminum columns. The canopy extended beyond the platform edge, over the train car roofs. At a route length of 8.7 miles, the Congress Line had fourteen stations, three of which have since been abandoned, and was linked with the CTA Douglas branch. In 1994, the CTA changed its route names to color designations and the Congress Line became the Forest Park branch of the longer 26.93-mile-long Blue Line.

4.6.2 I-290 Eisenhower Expressway

Daniel Burnham and Edward H. Bennett's 1909 *Plan of Chicago* proposed a west side boulevard along the line of Congress Street. The new boulevard would connect the existing two-block-long Congress Street from State Street to a cultural center of new buildings in Grant Park, a new civic center at Congress and Halsted Streets, and to western parks and suburbs beyond the Chicago city limits. In the late 1920s, the U.S. Post Office chose a site for Chicago's new main post office that would block any future development of the proposed Congress Parkway. Objections from Bennett and the Chicago Plan Commission led to a compromise that left a passageway through the building, which was completed in 1933, and preserved the right-of-way for a future road. A new subway system was also designed to accommodate a future expressway. During this period, plans for Chicago area superhighways continued to advance and a West Side route remained a high priority.

Following an extensive study of alternatives, the city's 1940 Comprehensive Superhighway Plan included a West Side route along the Congress Street alignment and was the city's first priority in establishing a comprehensive superhighway system. In 1940, Chicago City Council allotted \$2.2 million for right-of-way, construction, and engineering. In 1942, they authorized the acquisition of the first nine parcels of right-of-way for the West Side superhighway. The state and county took several more years to make a financial commitment to the expressway construction, but agreed in 1945 to each pay a third of the estimated \$45 million cost.

City, county, and state funding agreements and World War II delayed construction, but work on Congress was expected to begin quickly once the war was over. However, skyrocketing costs, limited funding, extensive utility relocation, poor subsurface conditions, and the need for agreements with three railroads, the Village of Oak Park, and a cemetery in the proposed pathway all added time and cost to the project schedule. Railroad tracks, the elevated Garfield Park "L" line, and numerous buildings in the proposed expressway's path were demolished, moved, or altered, displacing thousands of residents, bisecting neighborhoods, and adding to the overall construction costs. A comparative analysis of the 1950 and 1951 Sanborn Fire Insurance Maps with the current 2015 Cook County Assessor tax parcels and 2013 aerial photography was completed to determine the number of buildings that were demolished within the current project limits for the communities of Chicago, Oak Park, Forest Park, Maywood, Broadview, and Bellwood. Building types included single-family homes, flats or larger apartment buildings, garages, small one-story structures, commercial buildings, and factory buildings. In total, within the current I-290 Eisenhower Expressway project limits, there were at least 2,174 or more buildings demolished for the expressway's construction in

the 1950s. At least 1,768 buildings or more were demolished in Chicago; additional research indicates 250 buildings within the Chicago Loop were also demolished and in some cases, buildings were moved instead of demolished. In Oak Park, approximately 115 buildings were demolished, while approximately 124 buildings were demolished in Forest Park. Maywood experienced approximately 122 building demolitions and Broadview and Bellwood had 38 and 7 building demolitions, respectively. In Forest Park, this also involved moving 3,762 graves from three cemeteries and an agreement with the Baltimore and Ohio Chicago Terminal Railroad to relocate their tracks for the new roadway. Railroad relocation work was completed in stages, involving first a temporary run-around track, and later, a permanent track to not disrupt rail movement. The Garfield Park "L" line was to be replaced as a ground-level line within the expressway median; during construction, portions were temporarily rerouted and the original elevated line was demolished.

The Congress Expressway's 14.5 miles opened in seven sections between 1955 and 1960. Opening in sections was a political necessity to show the public that the expressway plans were in progress. As usable sections opened, various temporary access and exist arrangements were made to accommodate the abrupt termination of the expressway. The expressway's first 2.5-mile segment between 1st Avenue in Maywood and Mannheim Road in Hillside opened to traffic in December 1955. Later that same month, an additional four miles opened between Ashland and Laramie Avenues in Chicago. The CTA's new Congress Line, which replaced the Garfield Park "L," opened in 1958. In 1960, the expressway's final segment opened between DesPlaines and 1st Avenues and the entirety of the expressway from the Tri-state Tollway in Hillside east to downtown Chicago was opened to traffic.

The expressway was originally called the Congress Expressway because its eastern end was located at Congress Parkway and was marked as part of I-90. It was later renamed Eisenhower for former President Dwight D. Eisenhower in 1964 and renumbered as I-290 in 1978. The expressway was the first in the United States to incorporate a rapid transit line and an expressway within the same corridor. In 1971, the Eisenhower Extension was completed from Elmhurst to Schaumburg, extending I-290 further westward.

4.7 Architecture

The following sections discuss the architectural styles and vernacular forms of resources in the project area.

4.7.1 Architectural Styles

4.7.1.1 *Tudor Revival*

The Tudor Revival style was the dominant style of domestic buildings in the early twentieth century, particularly in the 1920s and 1930s. Loosely based on a variety of early English building traditions, the American interpretations emphasized steeply-pitched, front-facing gables as the dominant facade element; and about half have ornamental false half-timbering. The earliest American examples date from the late

nineteenth century, tended to be architect-designed landmarks, and closely copied late Medieval English buildings with Renaissance Revival detailing. More modest examples from 1900 to 1920 incorporated steep gables, half-timbering, or other typical detailing on otherwise symmetrical facades; most commonly, these were full-front gable facades. These earlier examples were usually clad with weatherboard, shingles, or stucco, while post-World War I examples more commonly used brick and stone cladding. These later examples sometimes incorporated Craftsman-style decorative detailing.

The Tudor Revival style is characterized by steeply pitched gables, which were sometimes parapeted; decorative half-timbering or patterned brickwork or stonework; groups of three or more tall, narrow windows with multi-pane glazing; and massive chimneys commonly crowned by decorative chimney pots. Cast stone trim, varied eave-line heights, overlapping gables, and castellated parapets further distinguished the Tudor Revival-style house.

4.7.1.2 Neoclassical

The Neoclassical style was a common and popular building style for mid-sized downtown commercial buildings, and specifically banks, after the turn of the century. The Neoclassical style became popular after the 1893 World's Colombian Exposition in Chicago. The large, classical Exposition structures featured colonnades, pediments, and other classical details. Following the Exposition, many large commercial and public buildings were designed using these same elements. The smaller Exposition buildings inspired Neoclassical residential construction. In 1907, McKim, Mead & White designed the Knickerbocker Trust Company in New York in the Neoclassical style, with massive Corinthian columns, pilasters, and a large, decorated entablature. This bank building set a precedent for bank architecture in the coming decades. The Neoclassical style persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Neoclassical architecture often included a masonry veneer, columns, pediments, elaborate classical door surrounds, pronounced cornices featuring dentils and other ornamentation, rectangular windows, and decorative details. Post-war Neoclassical architecture was much simpler, alluding to columns with simple posts and simplified pediments without additional classical motifs.

4.7.1.3 Colonial Revival

The Colonial Revival style was a common and popular building type between 1880 and 1955, especially for homes. The style encompassed a renewed interest in the English and Dutch houses of early America, especially the Georgian and Adam styles. Early examples of the style were not typically historically-accurate copies of Colonial-era homes. Instead, details from two or more architectural precedents were combined freely, resulting in an eclectic mixture of Colonial details. These houses had symmetrical facades with multi-pane, double hung sash windows, an entry porch, and classical details. The Colonial Revival style persisted in popularity throughout the early and mid-twentieth century in two manifestations. Pre-World War II Colonial Revival architecture often included pilasters and keystones, prominent fenestration surrounds, and parapet walls on the gable end. These homes represented close copies of early Colonial examples, the result of new printing methods at the turn of the century, which allowed

for photographs of Colonial-era buildings to be widely disseminated in books and periodicals for the first time. Due to the economic downturn of the 1930s and changing architectural preferences, post-war Colonial Revival architecture was much simpler, with simple posts and second story overhangs that referenced the Colonial period without additional classical motifs.

4.7.1.4 *Beaux Arts*

Popularized during the 1893 World's Columbian Exposition in Chicago, the Beaux Arts style was applied to homes of the wealthy, schools, museums, libraries, and public buildings from 1885 to 1930. Many late nineteenth-century American architects were trained at the École des Beaux Arts in Paris, France, where they learned the classical style. These architects included Richard Morris Hunt and Charles McKim, both of whom designed buildings at the World's Columbian Exposition, and were known for their Beaux Arts-style buildings. Beaux Arts architecture was also strongly associated with the City Beautiful Movement, which attempted to use architecture and urban planning to aesthetically and socially improve urban areas.

The classical Beaux Arts style is characterized by symmetrical facades with quoins, pilasters, or paired columns; wall surfaces with decorative garlands, floral patterns, or shields; masonry walls, usually of stone; and elaborate cornices accented by moldings, dentils, and modillions. Similar to other classical Renaissance-inspired styles, the Beaux Arts style applies more exuberant surface ornamentation.

4.7.1.5 *Renaissance Revival*

The Renaissance Revival style was popular from 1890 to 1935, with details borrowed directly from original Italian Renaissance architecture, such as recessed entry porches and full-length, first-story arched windows. Prominent American architect Richard Morris Hunt helped popularize the style, which was seen at the 1893 World's Columbian Exposition in Chicago. The style was used as a dramatic contrast to the Gothic-inspired Shingle or Queen Anne styles. Prior to World War I, it was primarily applied to architect-designed landmarks in major cities throughout the country. After, vernacular and residential interpretations spread widely due to the perfection of masonry veneering techniques. The Renaissance Revival style is characterized by stucco, masonry, or masonry-veneered walls; a low-pitched hipped roof covered by ceramic tiles; a symmetrical facade; upper-story windows that are smaller and less elaborate than those below; and an entrance area accented by small classical columns or pilasters. Some examples have flat roofs with a roofline parapet or balustrade. Common decorative details include quoins, pedimented windows, classical door surrounds, molded cornices, belt courses, and roof eaves brackets.

4.7.1.6 *Prairie Style*

Developed by a group of Chicago architects known as the Prairie School, the Prairie Style originated in Chicago as one of the few indigenous American styles in the early twentieth century. The Prairie School grew out of the Arts and Crafts movement, which promoted hand workmanship and small shops in the face of increasing industrialization. The movement originated from the British Arts and Crafts movement,

and gained a foothold in Chicago in the 1890s, centered at the Hull House, which was the headquarters of the Chicago Arts and Crafts Society. The Chicago handicraft industries grew in popularity throughout the early twentieth-century.

The Prairie style profoundly affected the development of the Chicago bungalow and early twentieth-century housing styles. The style's low proportions were meant to harmonize with Midwestern prairies and the surrounding landscape. Frank Lloyd Wright was the acknowledged master of the Prairie Style house and his and Louis Sullivan's examples influenced many of Chicago's important architects. Landmark examples of the Prairie Style are located throughout Chicago and its suburbs, particularly in Oak Park and River Forest, as well as in major Midwestern cities. Pattern books and popular magazines spread vernacular examples throughout the Midwest and, to a lesser degree, other regions.

A short-lived style, most Prairie buildings were constructed between 1905 and 1915, fading quickly from fashion after World War I. The Prairie Style house is typically square or rectangular in form, two stories with one-story wings or porches, and topped by a low-pitched, hipped roof with widely overhanging eaves and a broad, flat chimney. Appearing low to the ground, the style is defined by strong horizontal lines emphasized by multiple banks of windows that sometimes wrap around corners, belt courses, horizontal patterns in the wall materials, and details at the facade, cornices, and eaves. Most were clad in some combination of brick, stone, wood, or stucco materials; the use of contrasting wall materials or trim emphasized the top half of the house's upper story. The porches often have massive, square porch supports constructed of masonry in high-style examples while vernacular examples more commonly have square wooden imitations. Though lacking in ornamentation, the Prairie Style incorporated a variety of geometric and nature-inspired Wrightian and Sullivan-esque forms and shapes through window arrangements and glazing, columns, cornices, low walls, and planters. Some examples also incorporated Mission Revival or Renaissance Revival details like tiled roofs or cornice brackets.

4.7.1.7 Craftsman

The Craftsman style, applied to the bungalow house form, emerged during the early twentieth century in southern California. The style was popularized by architects Charles and Henry Greene, as their designs spread across the United States via pattern books and architectural magazines. The name bungalow, originating in India, refers to a low house surrounded by galleries or porches. By the 1920s, the Craftsman-style bungalow had risen to prominence as the most popular domestic style in the country.

The bungalow was especially popular amongst the country's burgeoning middle class in rural and urban areas, because it was inexpensive to build, fashionable, and modest in scale. Because the style is rooted in the Arts and Crafts movement, the bungalow features simple details and massing, along with low-pitched, gabled roofs with exposed rafters. A front porch is often located beneath the main roof on the facade of the house, supported by tapered square columns typically extending to ground level. The bungalow was most commonly clad in wood clapboard or wood shingles, though

stucco, stone, brick, and concrete block were also used. The Craftsman-style bungalow was sometimes also included secondary stylistic influences, such as Tudor Revival-style false half-timbering, Swiss balustrade, or Oriental roof forms.

4.7.1.8 Chicago School/Commercial Style

In the 1880s and 1890s, escalating land prices and the introduction of elevators and structural steel framing enabled Chicago architects to start building upwards. More high rises were being commissioned for larger cities and required a new approach to architectural design. The twentieth century required functional high-rise building designs, particularly in increasingly dense urban cities. Chicago's Reliance Building, constructed in 1893, was one of the early high rises to begin incorporating a functional design. Fully developed in downtown Chicago's Loop area, the Chicago School of architecture was a new style based on the utilitarian needs of tall, urban commercial buildings, rather than historical precedent. The style was also referred to as the Commercial Style. Chicago School buildings took advantage of new technologies to make high-rise construction possible, including steel framing, elevators, and improvements in foundation construction, wind bracing, and fireproofing. Chicago School architects include Henry Hobson Richardson, Daniel Burnham, Louis Sullivan, and William LeBaron Jenney, among others.

The exterior of Chicago-style buildings were meant to clearly express their steel-frame construction, relying on the repetition of windows across multistoried, rectangular facades. A Chicago window unit was located between steel columns, comprised of a large fixed picture window flanked by a smaller double-hung window for ventilation on each side. The steel-frame buildings were masonry clad, usually in terra cotta, and sometimes incorporated Neoclassical-style elements, though most were minimally ornamented. The building form often comprised the parts of a classical column: the base was the first couple stories, the shaft the middle stories with little ornamental detail, and the capital was the last story or two, often capped by a cornice with more ornamental detail.

4.7.1.9 Sullivanese

Created by prominent architect Louis Sullivan, the Sullivanese style was developed in response to the emergence of tall, steel-frame skyscrapers in the 1890s. Like Chicago School buildings, Sullivan divided the new building type into three distinct parts, but through the use of design and ornamentation. The base featured a prominent entry level, the middle section had bands of windows and vertical piers, and the top was capped by a highly decorative cornice, often featuring round porthole windows. Sullivan applied classical design principals and elaborate ornamentation to his skyscraper designs, unlike the contemporary Chicago School buildings. Sullivanese-style buildings are characterized by Art Nouveau influences, using geometric forms, curving lines, and Celtic-inspired entwined patterns as ornamentation. The urban Sullivanese style is primarily seen in large cities or regional centers. In Chicago, Sullivanese-style buildings are found in the Loop, Lincoln Square, and North Lawndale.

4.7.1.10 Art Deco

The Art Deco style flourished in the country during the 1920s and 1930s. The style gained popular attention in the post-war era of the 1920s following the 1922 design competition for the Chicago Tribune Headquarters. Eliel Saarinen's second place submission of an Art Deco design for the headquarters was immediately touted by architects and quickly gained popularity. The 1925 Exposition des Arts Decoratifs in Paris further popularized the style. Since the new style was seen as a rejection of historic precedents because of its use of new construction technologies, it became a popular design for the emerging skyscraper buildings. The Art Deco style embraces smooth wall surfaces, zigzags, chevrons, and other stylized and geometric motifs as decorative facade elements, as well as towers, setbacks, or other vertical projections to give emphasis to the vertical aspect of a building.

4.7.1.11 Modern-Era

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The American manifestation of the movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-designed office towers and public buildings maximized space and windows with minimal facade decoration. The Modern house slowly became popular throughout the mid-twentieth century. While West Coast varieties were constructed before World War II, the movement became more popular after the war. The Modern house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect and son of Eliel Saarinen, agreed with Wright and designed Modern-era structures such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal, he utilized curved lines and cantilevered spaces that portray the idea of flight.

4.7.2 Vernacular Building Types

4.7.2.1 Worker's Cottage

In the years following the Chicago Fire of 1871, the worker's cottage became the dominant vernacular form of urban housing in working-class Chicago neighborhoods through the early twentieth century. The worker's cottage proliferated during the 1880s, due to the real estate boom associated with the industrial expansion of the city's outlying areas. Marketed as inexpensive by local real estate syndicates, the working-class population was able to claim homeownership. Although large developers built rows of identical simple cottages in neighborhoods, the majority of neighborhoods contained a variety of modified houses.

The modest worker's cottage was one story or one-and-a-half stories, rectangular, and generally unornamented. Earlier versions were commonly clad in wood while later versions were of brick. Many were built on a raised basement and had a front-facing gable roof and an attached full-width porch at the facade. If ornamentation was present, it was restricted to the window surrounds and beneath the roofline. Inside, the earlier, simpler cottages contained four to six rooms, with the bedrooms located on one side of the house and the parlor, dining room, and kitchen on the other side. Later one-and-a-half-story examples also had a formal front hall and staircase.

4.7.2.2 American Foursquare

In the early twentieth century, the American Foursquare became a popular house form in urban and rural areas. The American Foursquare is also sometimes classified as vernacular Prairie, cornbelt cube, or Midwest box for its prevalence in rural locations. The two-story American Foursquare typically had a low-pitched, hipped roof with attic dormers; wide, enclosed eaves; and a one-story, full-width porch on the facade. It was frequently distinguished by Prairie or Craftsman influenced stylistic detailing, unlike its rural counterparts, which remained relatively plain; Colonial Revival, Neoclassical, and Tudor Revival influences were also sometimes incorporated. In Chicago and the surrounding suburbs, the American Foursquare often incorporated Prairie and Craftsman-style elements and shared a similar interior floor plan with the bungalow form. The American Foursquare's boxy shape provided a maximum amount of interior space while making the most of small city lots.

4.7.2.3 Chicago Bungalow

With its origins rooted in the Arts and Crafts movement of the early twentieth century, the Chicago bungalow is a ubiquitous house type throughout Chicago and the surrounding suburban areas. Constructed between 1910 and 1940, it was an affordable and stylish home for residents moving out of the city's older downtown neighborhoods. Many were built from house plan catalogs, modified to fit the physical limitations of narrow city lot sizes and the builder's preferences. More than 80,000 bungalows were constructed throughout the city, representing nearly one-third of the single-family housing stock.

The one-and-a-half-story Chicago bungalow was constructed exclusively of brick on a concrete foundation and topped by a low-pitched hipped roof with wide overhangs and

a central dormer at the front and back of the house. Its long rectangular form was well-suited to the city's long and narrow lot sizes. All had a full basement. The bungalow's facade was typically distinguished by an off-center or side entrance under a small covered porch and a row of double-hung windows that often had upper sashes of decorative colored and cut glass patterns. Many bungalows had a living room that projected out from the facade into the front yard as a square or angled bay lined with windows. The facade was typically clad in face brick while the secondary elevations were of common brick. The bricks were laid in decorative patterns to add character and depth to the house in addition to decorative and structural limestone details. Limestone insets and bands were incorporated at the basement level, the roofline, and above and below the windows. Bungalows located on corner lots were often larger, incorporating more elaborate ornamentation on its facade and side elevation, than those built side by side. The limestone bands, rows of windows, low-pitched roof, and rectangular form contributed to an overall horizontal appearance, conveying its Arts and Crafts movement and Prairie Style antecedents. The house form was further distinguished by the liberal use of windows of various sizes and shapes to provide light, air, and a feeling of openness and connectivity to the outside, which reflected an Arts and Crafts movement philosophy emphasizing a park-like streetscape with mature trees, landscaped lawns, and foundation plantings. Most Chicago bungalows also had a similarly designed garage located at the back of the lot, accessed by the public service alley.

4.7.3 Multifamily Building Types

Multifamily residences proliferated in Chicago and its suburbs in the early twentieth century in response to a rapidly growing population, the physical limitations of city lot sizes, the existing street layout with service alleys, and the passage of Chicago's Tenement House Ordinance in 1902. The ordinance was enacted to prevent overcrowding and improve multifamily housing sanitation by providing minimum dwelling unit standards. A tenement house or multifamily housing was defined as any building intended or designed to be occupied as a home for two or more families, which included two, three, or six flats and courtyard apartment buildings.

The Tenement House Ordinance established multifamily building height, size, and materials standards; permissible courtyard types and dimensions; fireproof construction requirements; and interior fixtures. Buildings were to occupy no more than 65 percent of the lot; corner buildings were allotted 80 percent of the lot. Multifamily buildings taller than five stories would have to be of fireproof construction with a steel and concrete structure, while those between three and five stories would be of "slow-burning construction" with a fireproof cellar or basement, perimeter walls constructed of solid fireproof masonry, and interior construction of combustible dimensional lumber. The ordinance also specified that every unit would have at least one operable window opening in every occupied room to facilitate ventilation and lighting, as well as garbage-burning furnaces and toilets. Due to these requirements and the costs associated with fireproof construction, the majority of courtyard apartment buildings were no more than three-and-a-half-stories above grade. Additionally, most were walkups, with no

elevators, making a height of more than four stories impractical. The existing two-, three-, and six-flat buildings easily accommodated the ordinance's requirements.

4.7.3.1 Flats

In the Chicago area, "flats" refers to a specific apartment building type characterized by stacked identical single-family units on two or three floors. Primarily constructed between 1900 and 1920, flats first appeared in Chicago in the late nineteenth century to meet the housing demands of a growing working-class, immigrant population who worked in nearby industries. The two- and three-flat buildings provided denser housing on narrow Chicago city lots and extra rental income to owners, who occupied the first floor and rented the other unit(s). On the west side of Chicago, dozens of two-flats were built on spec by architects, many of whom were Bohemian, in the heavily Eastern European neighborhoods of North Lawndale, South Lawndale, and Pilsen in the late nineteenth century. Two flats became even more popular in the early twentieth century as immigrant populations moved further west and those who immigrated to Chicago as children in the late nineteenth century now had the means to purchase flat buildings instead of renting like their parents. Referred to as the workhorse of Chicago housing, they were also a means of upward social mobility as a bridge between apartment living and single-family homeownership. By the 1920s, many flats were occupied by second generation Czech, German, and Polish immigrants.

The two flat was a two-story, flat-roof building with an identical apartment unit on each floor; the three flat added one floor and one apartment unit. The buildings were usually designed with a raised basement and steps leading to a small first-story porch. Clad in brick or greystone, the facade tended to have a bay window or projecting bay on one side while the other side had a front door leading to a public stair hall, which ran along one side of the building to provide access to each unit. Flats varied in ornamentation from modest, utilitarian facades to more decorative facades with applied ornamentation in the Queen Anne, Craftsman, Prairie, or revival styles.

A four or six flat was a mirrored version of the two or three flat, centered on a common stair hall. They were typically similar in appearance and materials to the two or three flats. The six flat had an enclosed public stair hall on the building's street side and an open but covered service stair on the building's rear. When repeated along three sides of a courtyard, the six flat became a module for the courtyard building type.

4.7.3.2 Greystones

Greystones are a style of construction defined by a stone facade of either rock-faced or smooth-faced limestone or buff sandstone. The secondary elevations were clad in brick. The greystone construction style was applied to the two- or three-flat building form, which consisted of two or three stories with a raised basement and stairs leading up to a prominent front porch on the first story. The facade had stacked bay windows or a projecting bay on one side while the other side had a front door, leading to a public stair hall running along one side of the building to provide access to each unit, topped by a small window. The greystone's flat roofline often was elaborated by a continuous

ornamental limestone parapet. Most were distinguished by Queen Anne, Romanesque Revival, Beaux Arts, and Renaissance Revival ornamentation.

Greystones were expensive to construct. A significant and substantial collection of greystones are found on Chicago's southwest side in the North Lawndale community area bound by Taylor Street, Arthington Street, the Chicago and Burlington Quincy tracks, the Belt Railway, and Northwestern Railway in the NRHP-listed K-Town Historic District.

4.7.3.3 Courtyard Buildings

Typically U-shaped, courtyard apartment buildings were built around interior landscaped courtyards open to the street. The courtyards ranged in size from narrow to wide and tended to be simple with sidewalks, landscaping, and the occasional fountain. Courtyard entrances tended to reflect the building's style and ornamentation, varying from elaborate brick and stone gateway entrances to more modest brick piers with decorative ironwork or low brick walls with minimal, if any, ornamentation. The building's U-shaped configuration provided residents with access to some green space, cross-ventilation, and light. Generally constructed between 1900 and 1930, the majority of courtyard apartment buildings in Chicago, Oak Park, and other suburbs were typically three to four stories, clad in brick with stone or terra cotta trim, and had multiple entrances at various points around the courtyard. Each entrance typically provided access to two apartments on each floor, serving no more than six apartments. The first-floor units were usually a half-story above grade to increase street level separation and allow a service basement to house the boiler, utility rooms, laundry rooms, and storage units. In rare instances, the basement had apartment units, which were limited to the front of the courtyard. A variety of architectural styles were applied or integrated into the building's design, including Classical Revival, Tudor Revival, Gothic Revival, Craftsman, Spanish Revival, and Renaissance Revival. Although the courtyard apartment building is usually found in a U-shaped configuration in Chicago and its suburbs, it was also constructed in L-shaped, S-shaped, and double U-shaped forms.

5.0 Survey and Research Personnel

Architectural historians who meet the Secretary of Interior’s Professional Qualifications Standards (36 CFR 61) completed the field investigations and property research, and prepared the determinations of NRHP eligibility in this report.

Table 5-1. Survey and Research Personnel

Name	Qualification	Primary Responsibilities
WSP Parsons Brinckerhoff		
Aimee D. Paquin Architectural Historian	M.S., Historic Preservation B.A., History and American Studies 8 years of experience	Principal Investigator Report Methodology Field Investigations Property Research Technical review
Stephanie S. Foell Senior Supervising Architectural and Landscape Historian	M.H.P., Historic Preservation B.S., History and Psychology 20 years of experience	Technical guidance and review Determinations of NRHP Eligibility
Kelsey Britt Architectural Historian	B.A., Art History 4 years of experience	Property Research Determinations of NRHP Eligibility
Melinda Schmidt Architectural Historian	M.S., Historic Preservation B.A., History 3 years of experience	Property Research Determinations of NRHP Eligibility
Matthew J. Duffy Traffic Engineer	M.S., Civil Engineering B.S., Civil Engineering 3 years of experience	Area of Potential Effects Map Determinations of NRHP Eligibility Locator Maps
AECOM		
Alexander Wise Architectural Historian	M.H.P., Historic Preservation B.A., History and Anthropology 2 years of experience	Property Research Determinations of NRHP Eligibility
Rebecca Turner Senior Architectural Historian	M.H.P., Historic Preservation B.A., Business Administration 27 years of experience	Technical review

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Appendix A

IDOT-BDE Memoranda

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File

Ruiz, Vanessa V.

From: Cebulski, Jarrod J.
Sent: Friday, January 25, 2002 7:59 AM
To: '* PB - Ed Leonard'
Cc: Ruiz, Vanessa V.; Baczek, John A.; Zyznieuski, Walter G.
Subject: RE: I-290, Cook County

Please forward this information to H&H and tell them NOT TO LOSE IT. This is our cultural resources review. We will likely not know what the impacts to these structures are for some time (1+ year) until we have proposed geometry reviewed and approved. We will not get a cultural clearance for this project until we respond. So it is important that we keep track of this memo. I would add it as a journal entry in the ECAD.

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

From: Ruiz, Vanessa V.
Sent: Thursday, January 24, 2002 5:01 PM
To: Baczek, John A.
Cc: Cebulski, Jarrod J.
Subject: FW: I-290, Cook County

FYI.

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

From: Majerus, Kimberly A.
Sent: Thursday, January 24, 2002 4:49 PM
To: Walthall, John A.
Cc: Ruiz, Vanessa V.
Subject: RE: I-290, Cook County

John: Thank you for handling this. We will incorporate into our efforts.

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

From: **Walthall, John A.**
Sent: Thursday, January 24, 2002 9:44 AM
To: Majerus, Kimberly A.
Subject: I-290, Cook County

Kim, As you know, Jerry will be out for a while so I'm trying to handle his projects. We received a historic architecture photo log from Huff & Huff for I-290 (Manheim road to Cicero Ave.) - P-91-201-00. The following structures are potentially eligible: 3,4,6,7,15,17,22(local landmark), 23*,24*,25*, 30, 32#, 40, 41, 53, 69, 70, 73

↑ razed

*listed as contributing to the Gunderson Historic District, pending designation (not individually eligible but they have to be coordinated as on the Register).

see Appendix D

Please forward this information to the planners and let us know if there are to be any impacts. John

John A. Walthall, PhD
Chief Archaeologist
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764
Telephone: 217-785-2831; FAX: 217-524-9356
email: WALTHALLJA@nt.dot.state.il.us



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harmet
From: John Walthall By: Laura Fry
Subject: Affected Historic Properties
Date: February 11, 2010

Cook County
FAI 290
Project: P-91-201-00
Sequence # 9274C

We have received an Environmental Survey Request form and photo log for the project referenced above. The photo log shows that several buildings are located within the Oak Park Historic District (property numbers 510 through 544) which is listed in the National Register of Historic Places. Due to the historic nature of the structures all feasible means of avoidance need to be considered. If the structures cannot be avoided a Section 106/4(f) report will need to be completed.

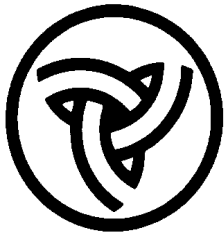
The ESR study limits include several buildings that may be potentially eligible for the National Register of Historic Places.

Property #s 304-307 (pages 152-154)
Property #s 311-312 (page 156)
Property # 314 (page 157)
Property #s 317-319 (pages 159-160)
Property #s 320-321 (pages 160-161)
Property # 322 (page 161)
Property # 324 (page 162)
Property # 325 (page 163)
Property # 328 (page 164)

What will be the effect of the proposed project on the aforementioned properties and buildings? What additional ROW would be required and where?

Please contact me via email (laura.fry@illinois.gov) or by phone (217) 558-7223

Laura Fry
Historic Resources Specialist
BDE



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Pete Harnet
From: John Baranzelli By: Brad Koldehoff
Subject: Interstate Widening Project – Property Avoidance
Date: April 14, 2014

Cook County
Chicago
FAI-290/Eisenhower Expressway
Interstate Widening
Job # P-91-201-00
Sequence # 9274D

Thank you for submitting the Environmental Survey Request form and photo log for the project addendum referenced above. This addendum extends the original easternmost project limits from IL 50/Cicero Avenue to Halsted Street. Nine architectural resources within or directly adjacent to the project area are listed on the National Register of Historic Places (NRHP):

- *Garfield Park*, 100 N. Central Park Ave. (Block 16, no photo)
- *West Jackson Boulevard Historic District*, roughly bounded by Laflin St., Ashland Ave., Adams St. & Van Buren St. (Blocks 48 & 49, Pages 306, 313-315, 321-322)
- *Church of the Epiphany*, 201 S. Ashland Ave. (Block 49, no photo)
- *Automated Electric Company Building*, 1101 W. Van Buren St. (Block 54, Page 339)
- *International Tailoring Company Building*, 847 W. Jackson Blvd. (Block 56, Page 368 & 370, though incorrectly labeled)
- *Jennie Foley Building*, 626-628 S. Racine Ave. (Block 61, no photo)
- *Notre Dame de Chicago*, 1338 W. Flournoy St. (Block 61, no photo) **Also on the Illinois Register of Historic Places*
- *Cook County Administration Building*, 1835 W. Harrison St. (Block 67, shown in back of photo on Page 404)
- *Tri-Taylor Historic District*, roughly bounded on the north by Oakley, Harrison & Claremont Sts., and on the southeast by Taylor & Oakley Sts. (Block 72, Pages 446-458)

However, the addendum study limits and its immediate environs include eighteen other buildings that are potentially eligible for listing on the National Register:

- *Residence*, 348 S. Hamlin Blvd. (Block 15, Page 116)
- *Residences*, 401-405 S. Homan Ave. (Block 22, Pages 155-157)
- *Building*, 3001 W. Jackson Blvd. (Block 27, Page 187)

- *Belke Building*, 325 S. California Ave. (Block 33, Page 227)
- *Crane Technical High School*, 2301 W. Jackson Blvd. (Block 39, Page 248)
*Photo shows a non-historic addition on back of building
- *Residence*, 329 S. Leavitt St. (Block 40, Page 259)
- *Residence*, 1610 W. Jackson Blvd. (Block 46, Page 293)
- *Commercial Building*, 234 S. Ashland Ave. (Block 46, Page 295)
- *Residential Building*, 236-238 S. Ashland Ave. (Block 46, Pages 296-297)
- *Chicago & Regional Midwest Joint Board Building*, 333 S. Ashland Ave. (Block 48, Page 312)
- *Commercial Building*, 324 S. Racine Ave. (Block 51, Page 330)
- *Commercial Building*, 815 W. Van Buren St. (Block 56, Page 367) *Photo displays back of building
- *Commercial Building*, 315 S. Peoria St. (Block 56, Page 369)
- *Residence*, 615 S. Loomis St. (Block 61, Page 381)
- *Altgeld Park Fieldhouse*, S. Washtenaw Ave. & W. Congress Pkwy. (Block 74, no photo)
- *Residence*, 2833 W. Congress St. (Block 75, Page 492)
- *Residence*, 624 S. Independence Blvd. (Block 81, Page 572)
- *Residence*, 4346 W. Flournoy St. (Block 84, Page 627)

Due to the historic nature of these resources, all feasible means of avoidance need to be considered. If these resources cannot be avoided and there will be affects to these properties, please coordinate possible minimization and mitigation measures with this office.

If there are any questions concerning this project review, please contact Emilie Eggemeyer at Emilie.Eggemeyer@illinois.gov or 217-558-7223.

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

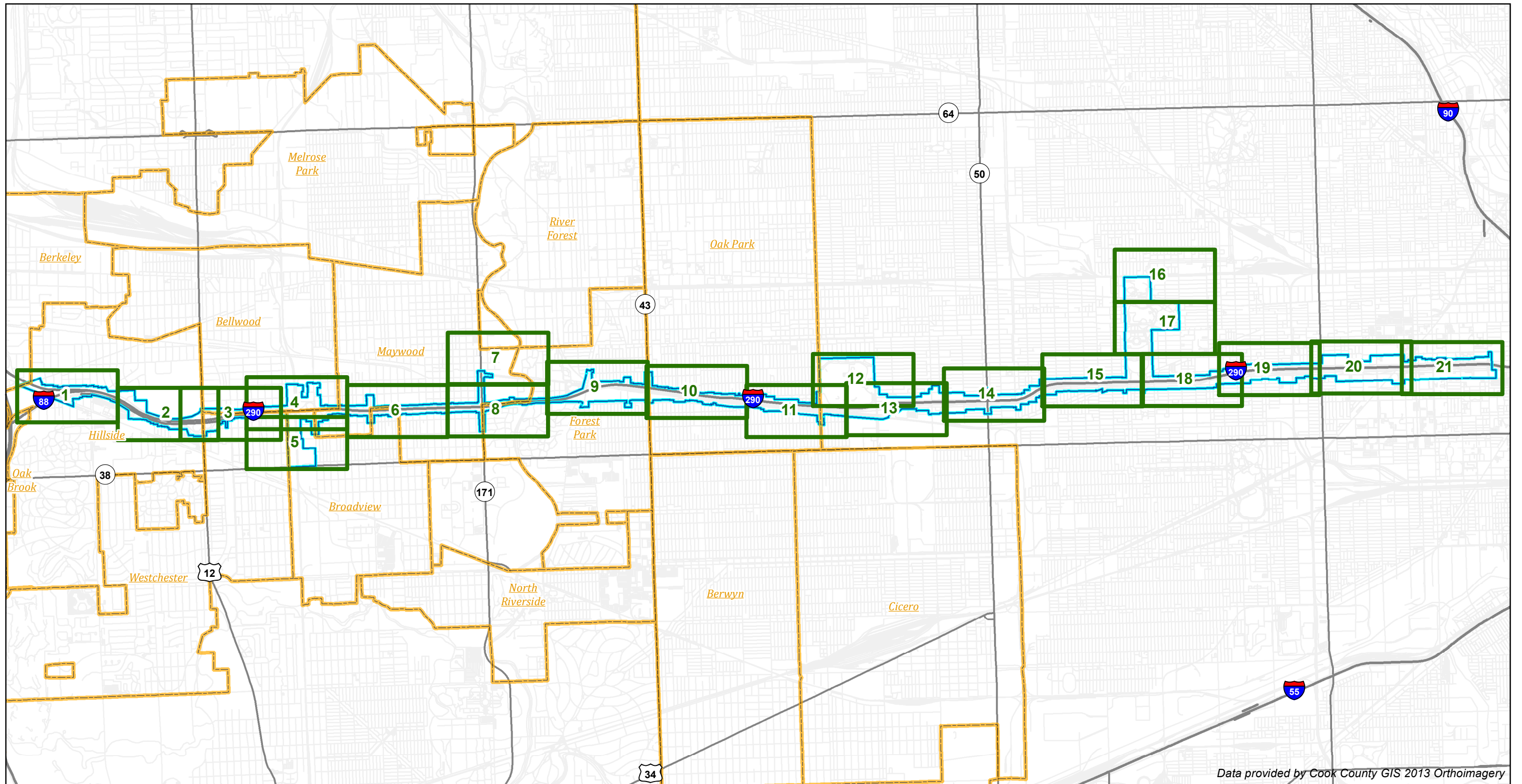
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Appendix B


Area of Potential Effects Map


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Data provided by Cook County GIS 2013 Orthoimagery


**Area of Potential Effects and
National Register of Historic Places
Eligibility Determinations**

 Municipal Boundary

 Area of Potential Effects

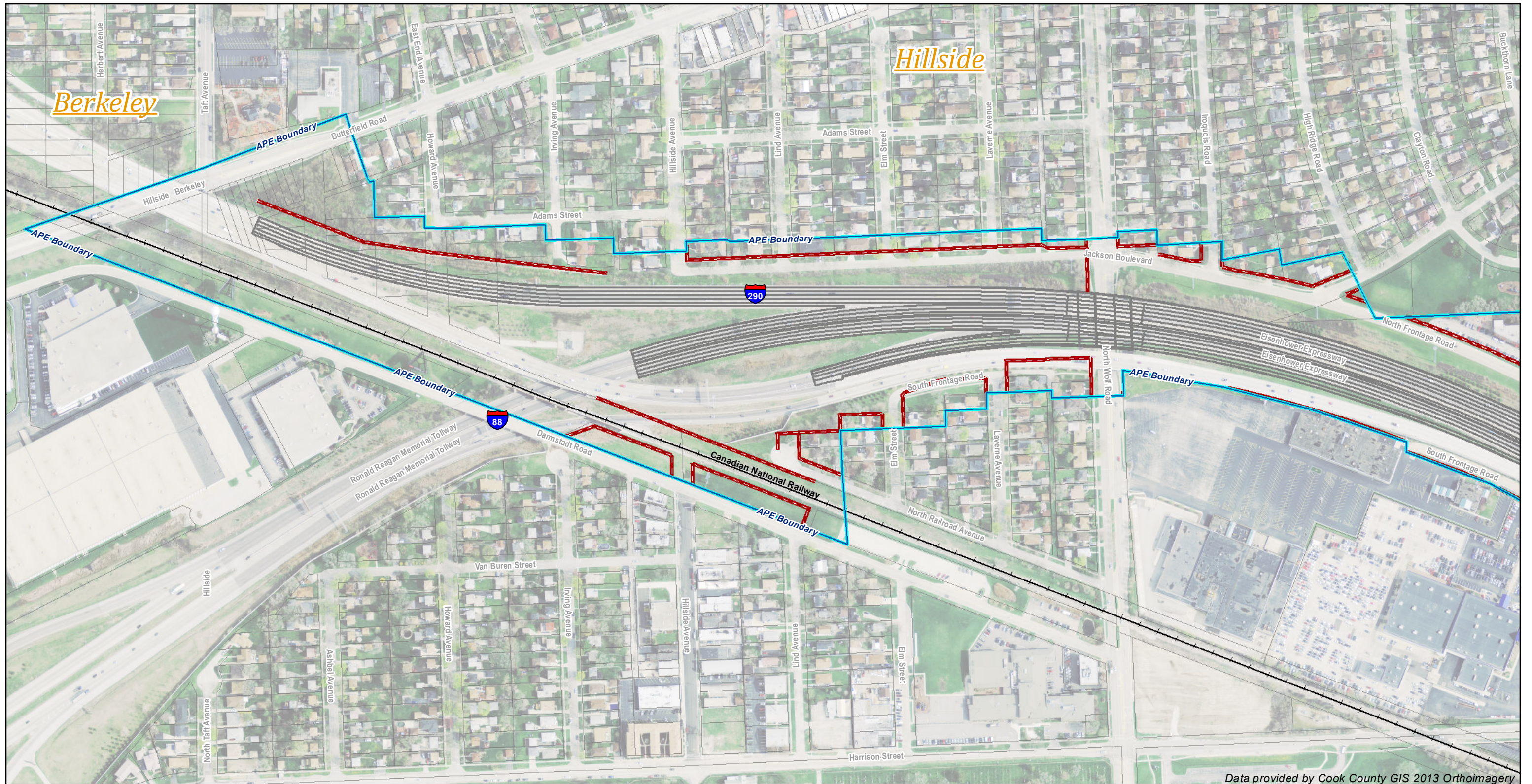
Date 3/10/2016

1 inch = 300 feet

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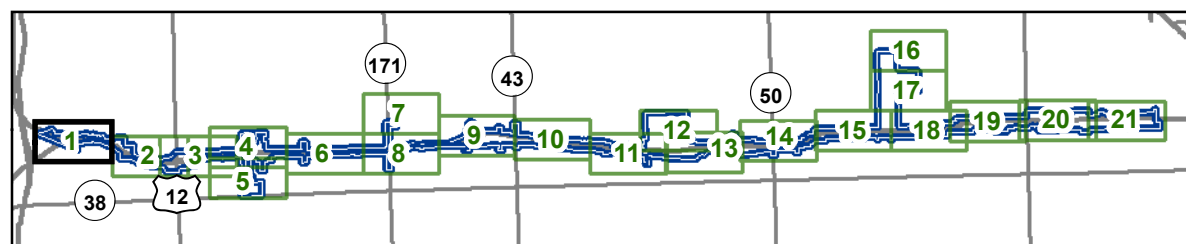


Sheet Index



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



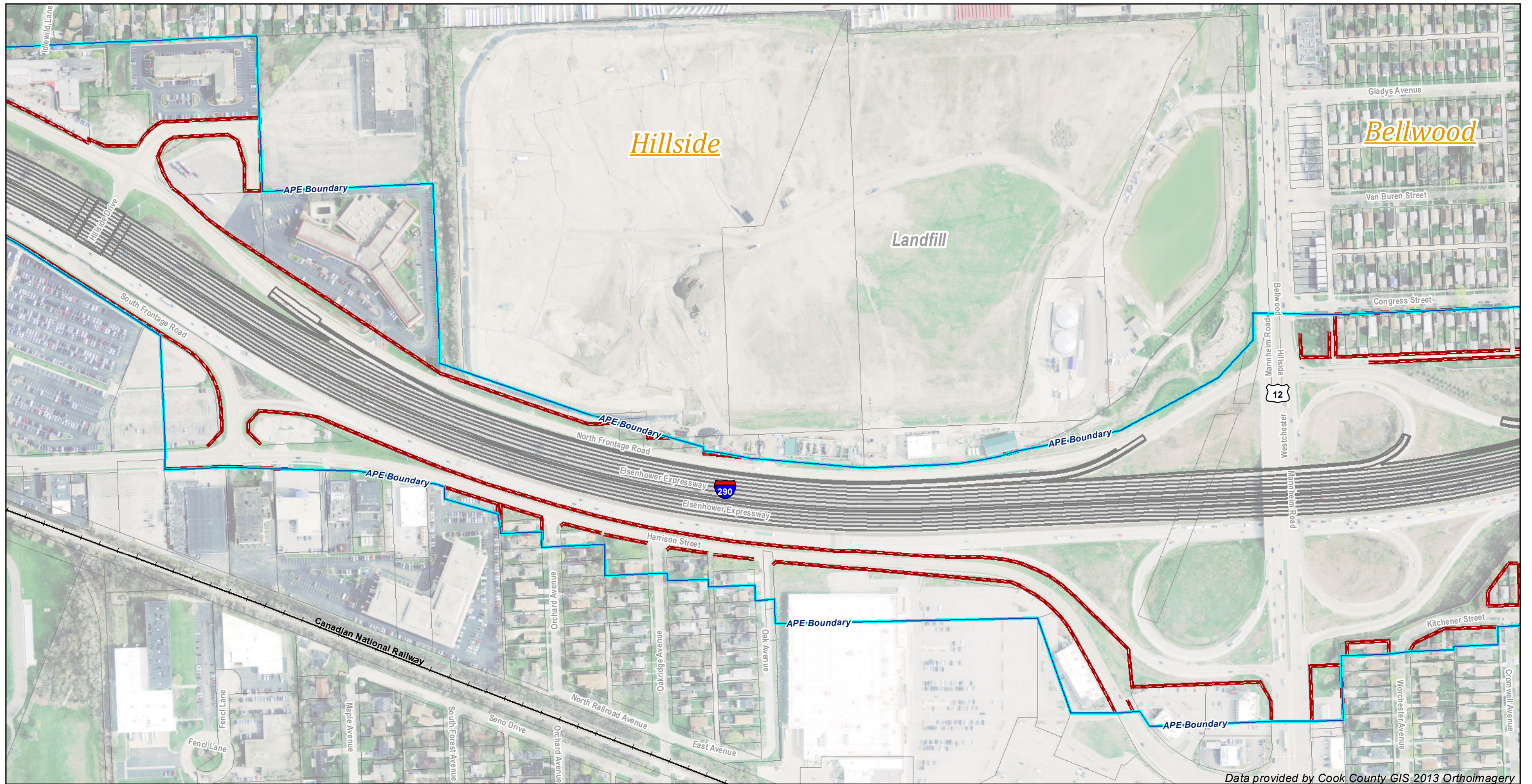
1 inch = 300 feet
 0 300 600 900 Feet

Legend

- Area of Potential Effects
- Existing Right-of-Way
- Proposed Right-of-Way
- Temporary Easement
- #-# NRHP - Eligible Property
- #-# NRHP - Listed Property
- #-# NRHP - Not Eligible Property
- #-# Pending NRHP Listing Property (by others)
- #-# Previously Determined NRHP - Eligible Property (by SHPO)
- Tax Parcel
- Railroad
- CTA Rail
- Proposed Design

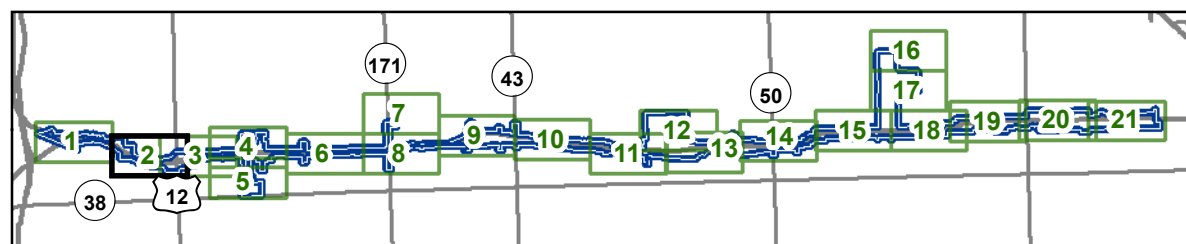
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



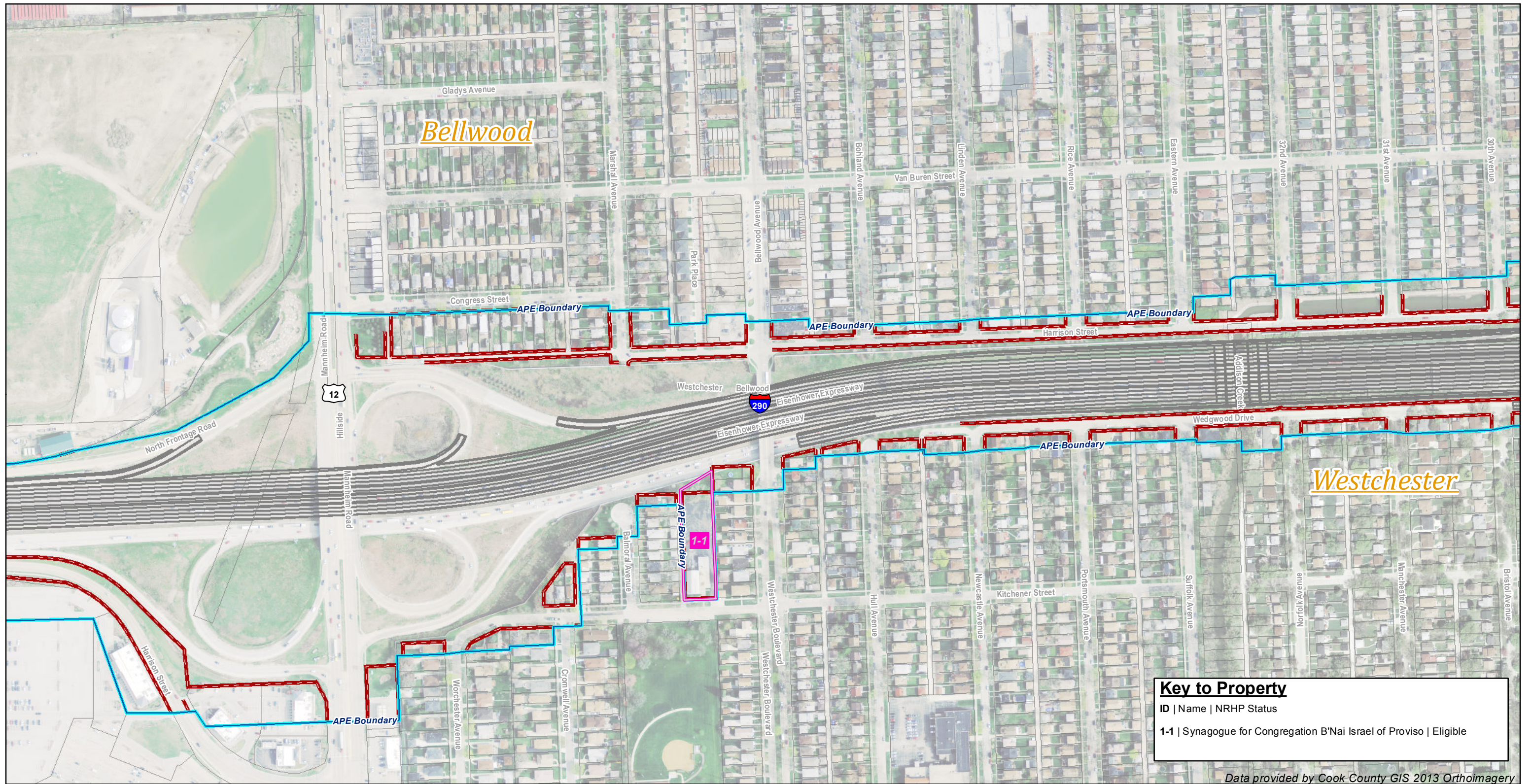
1 inch = 300 feet
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Legend

- Area of Potential Effects
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

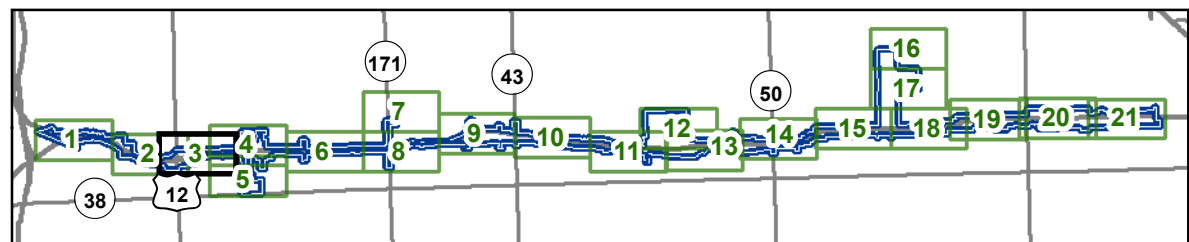




Key to Property		
ID	Name	NRHP Status
1-1	Synagogue for Congregation B'Nai Israel of Proviso	Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



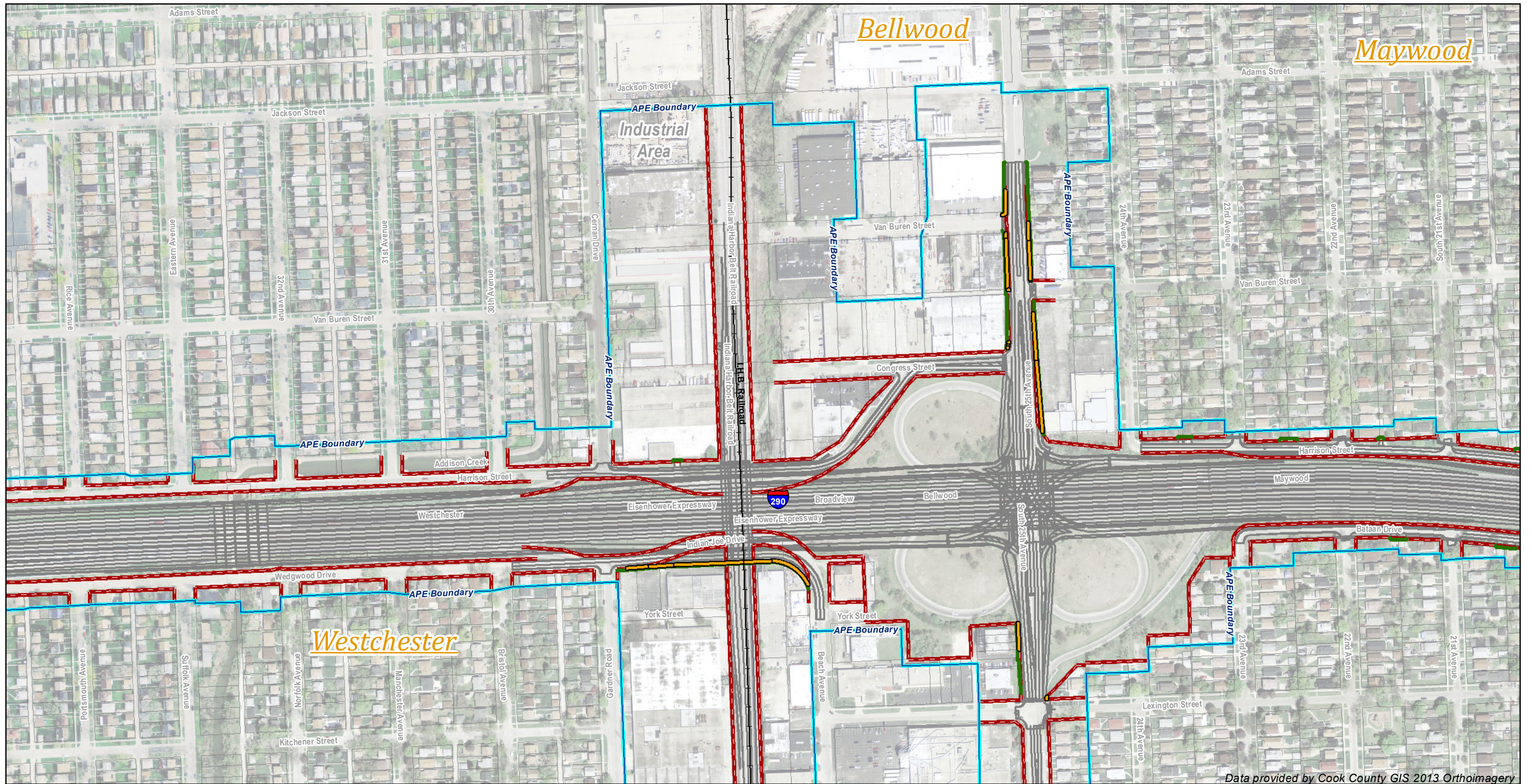
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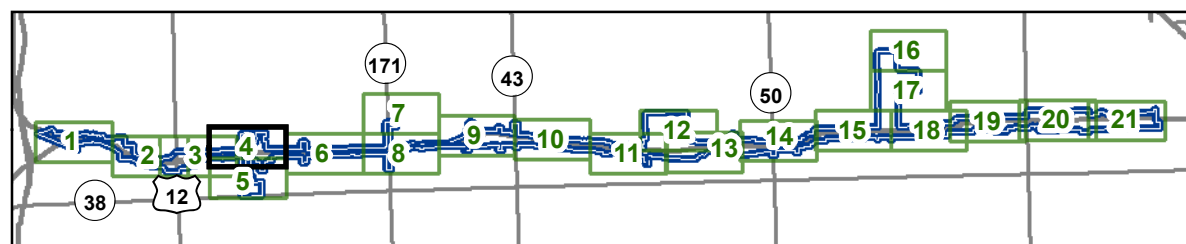
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



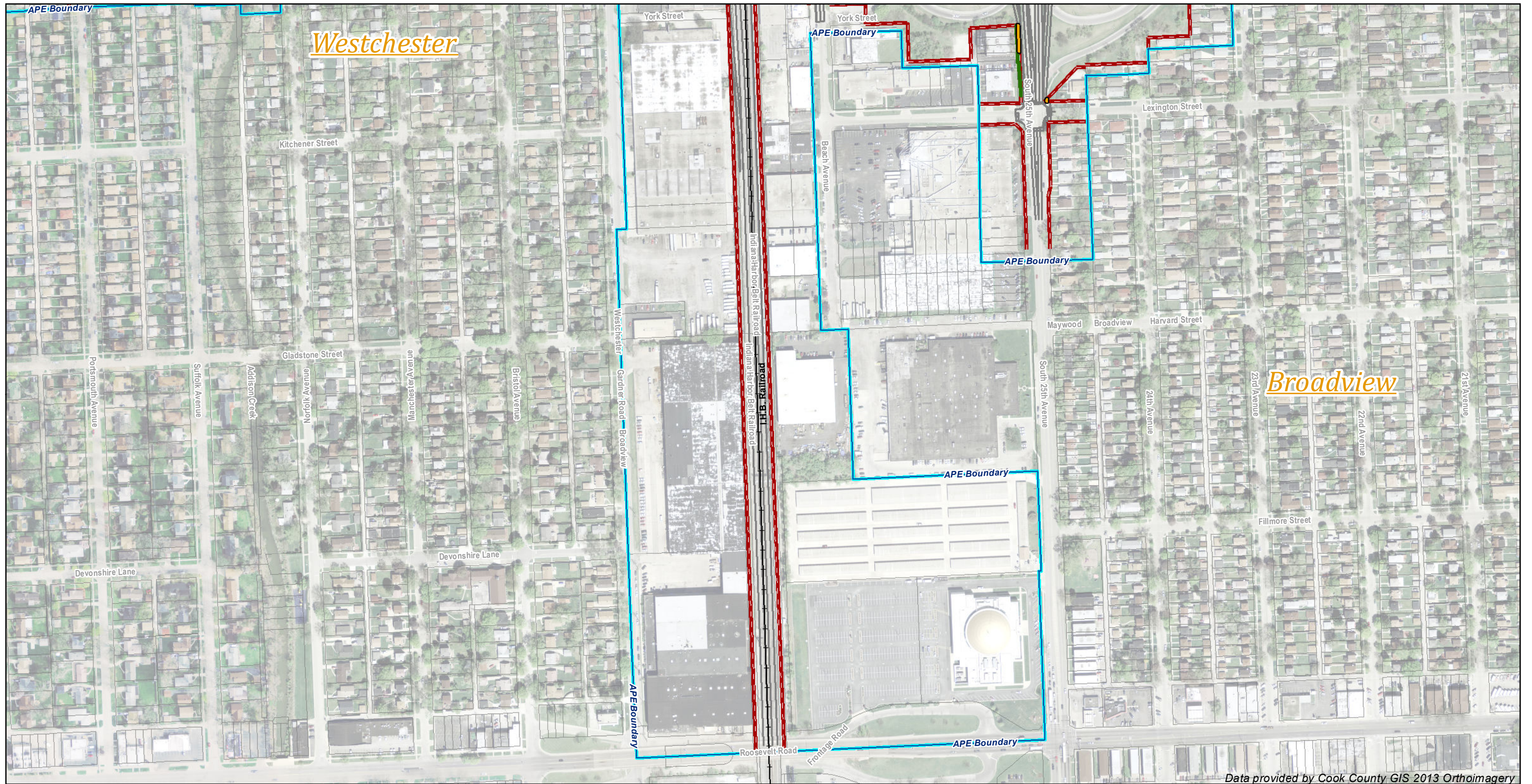
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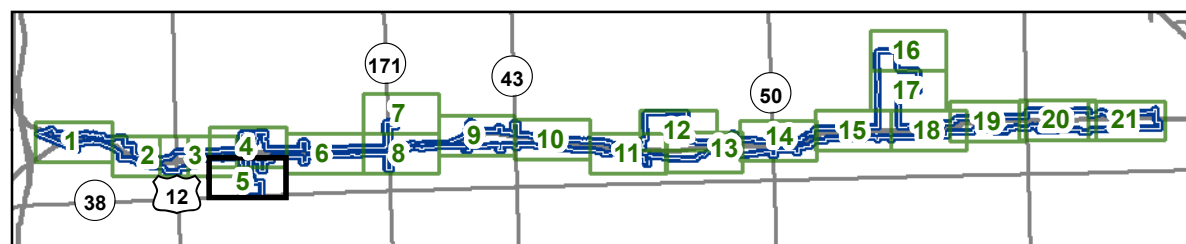
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





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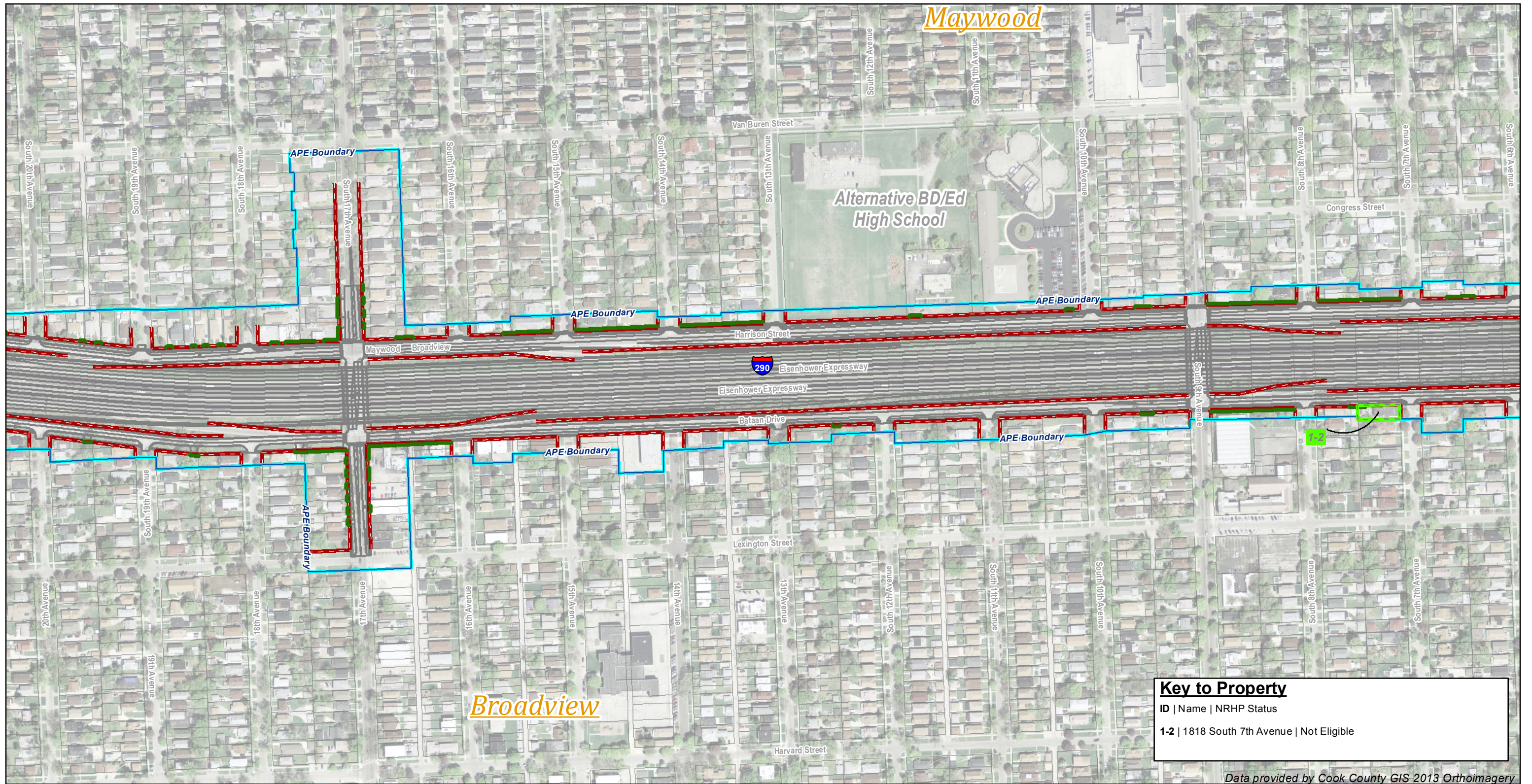
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

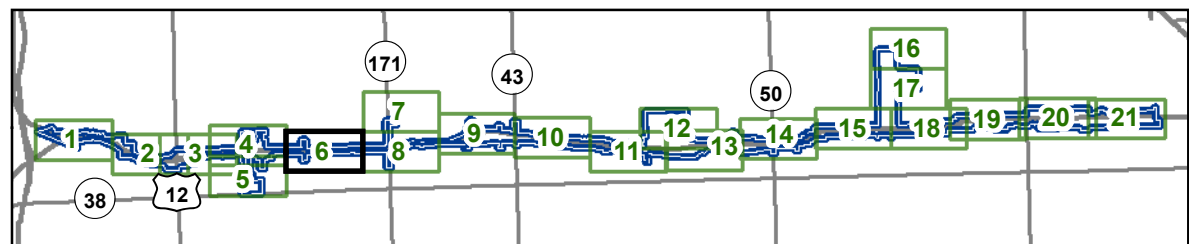




Key to Property		
ID	Name	NRHP Status
1-2	1818 South 7th Avenue	Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



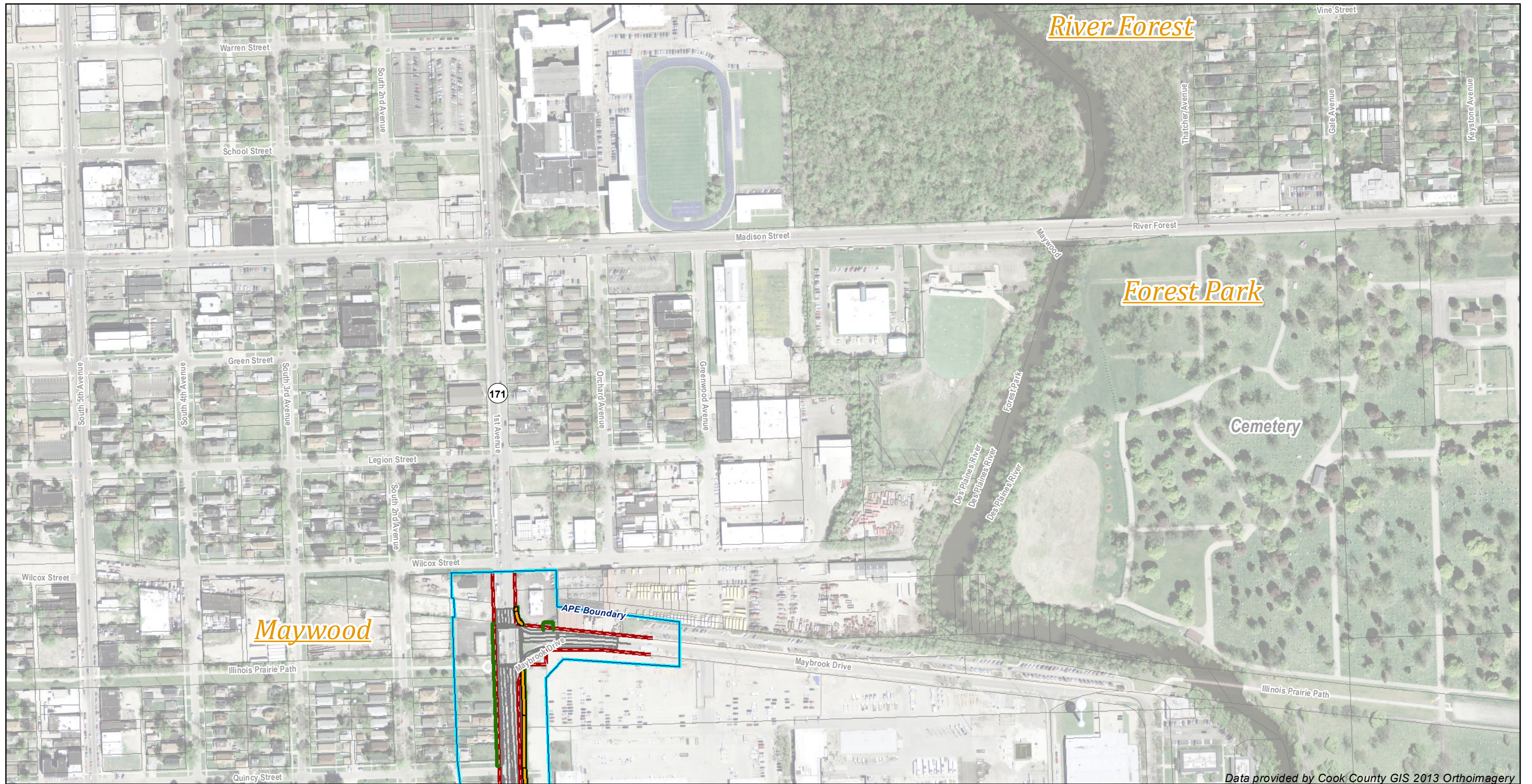
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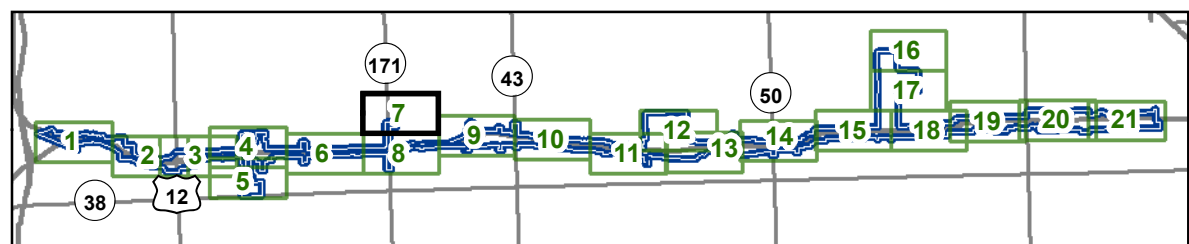
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Map Overview



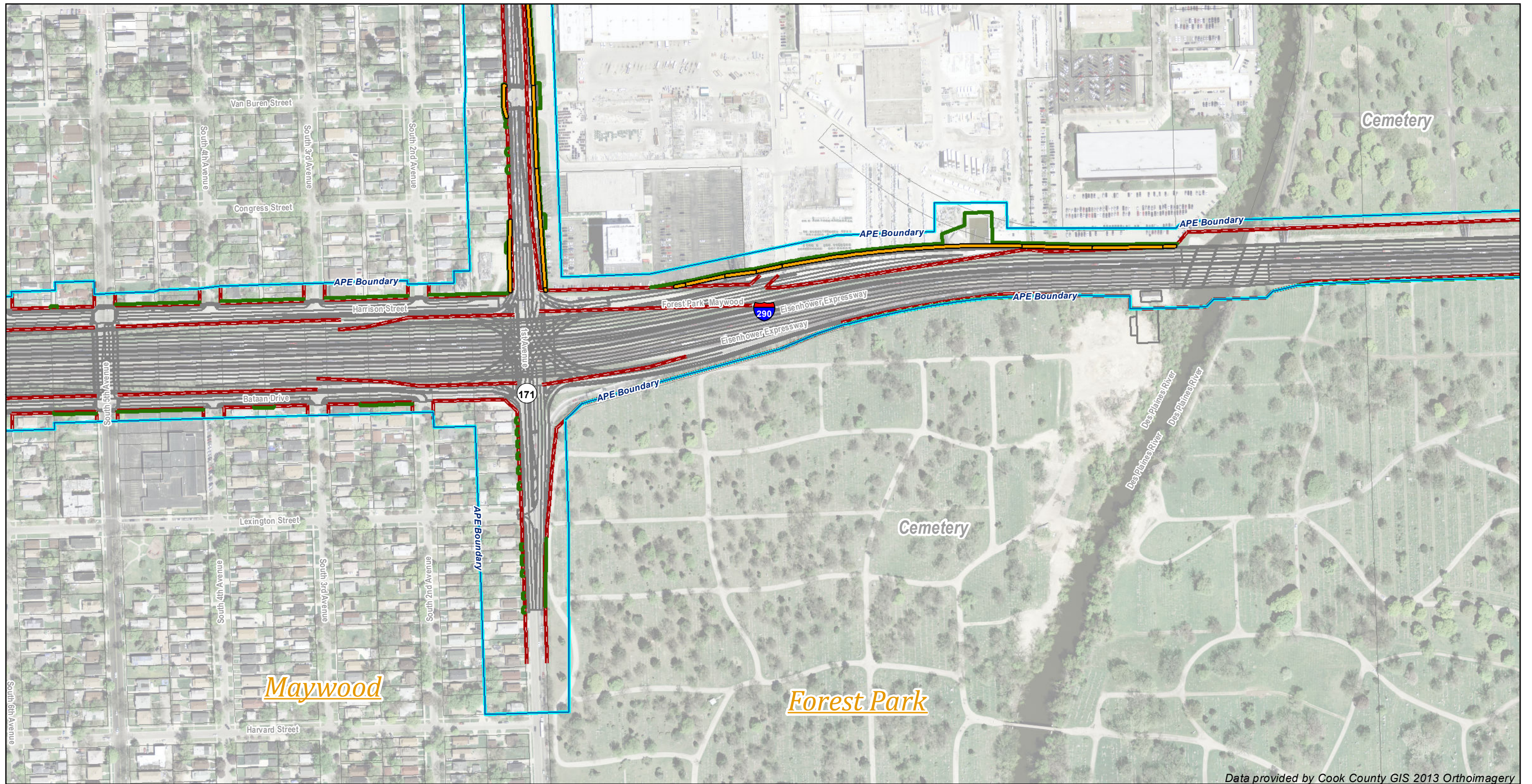
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- #-# NRHP - Listed Property
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- #-# Pending NRHP Listing Property (by others)
- #-# Previously Determined NRHP - Eligible Property (by SHPO)
- Tax Parcel
- +— Railroad
- CTA Rail
- Proposed Design

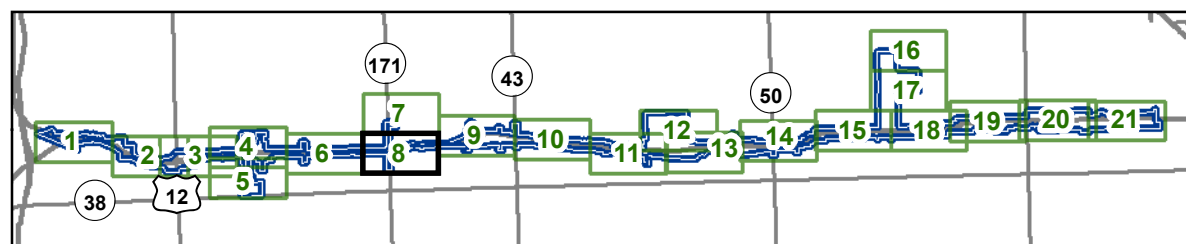
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



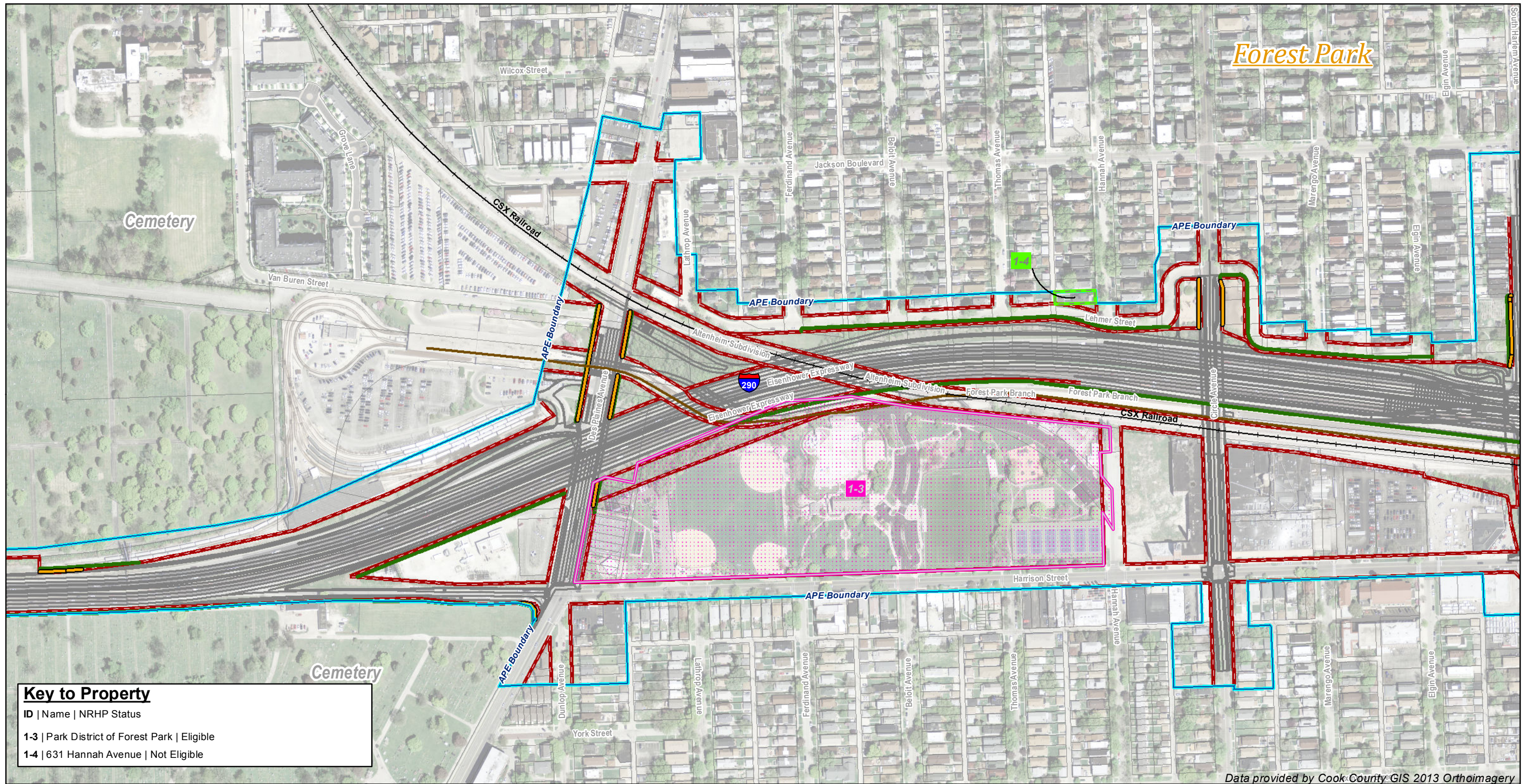
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Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations



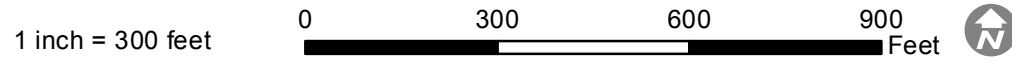
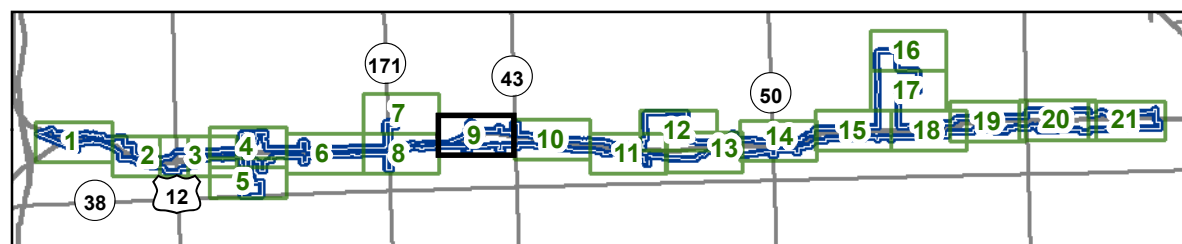


Key to Property

ID	Name	NRHP Status
1-3	Park District of Forest Park	Eligible
1-4	631 Hannah Avenue	Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview

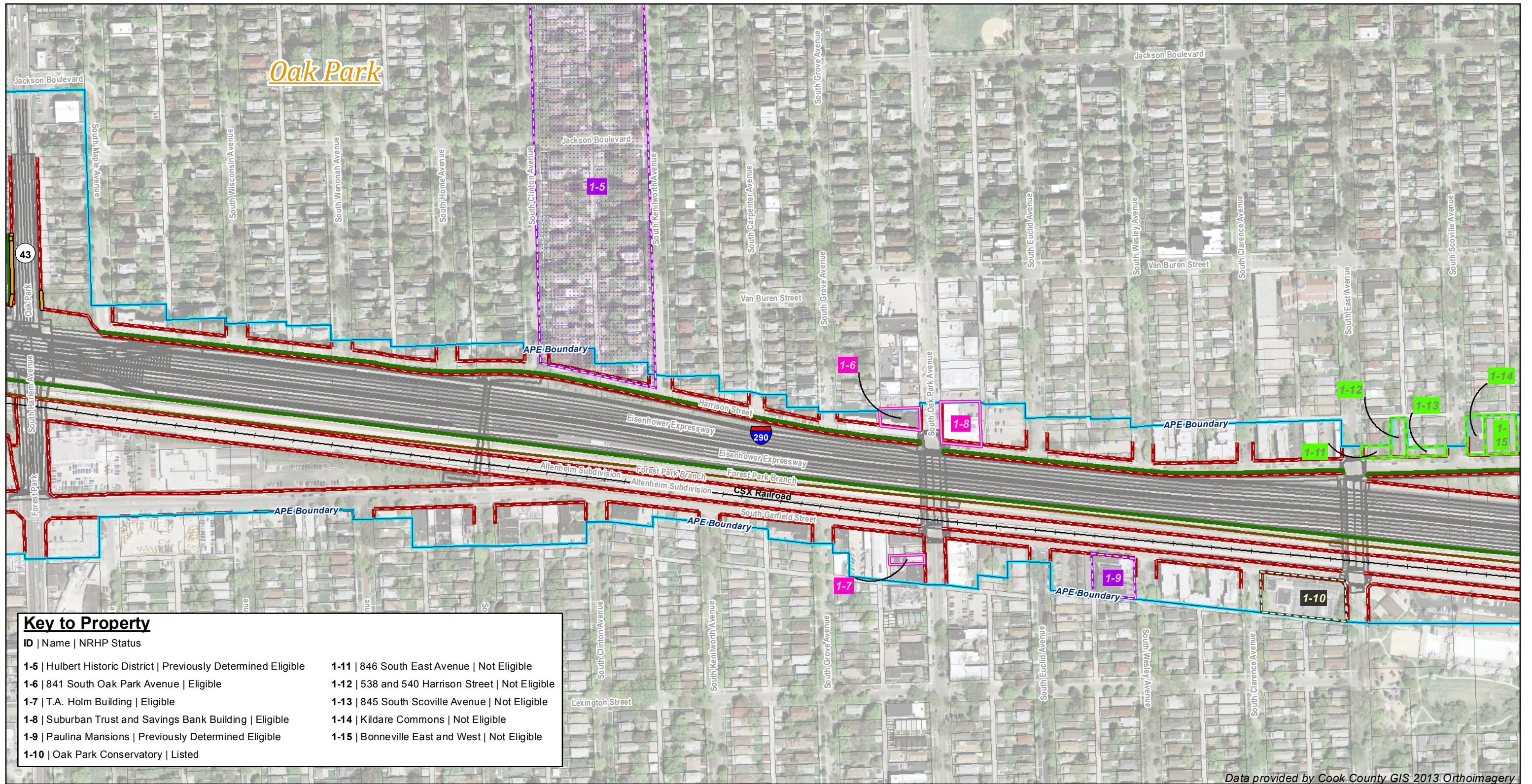


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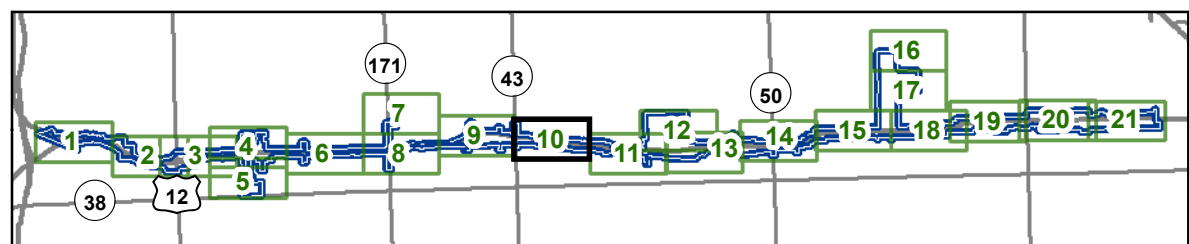
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations





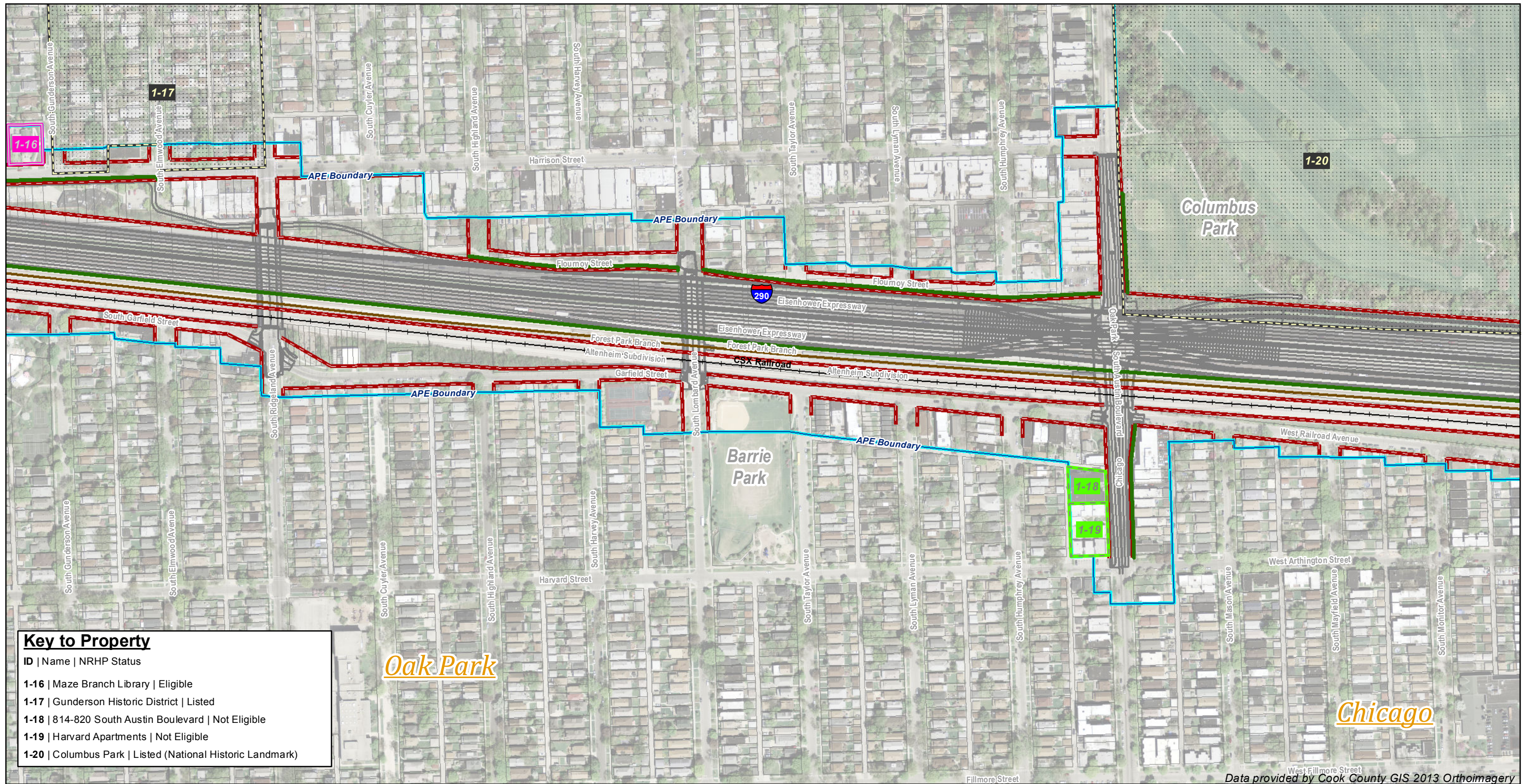
Map Overview



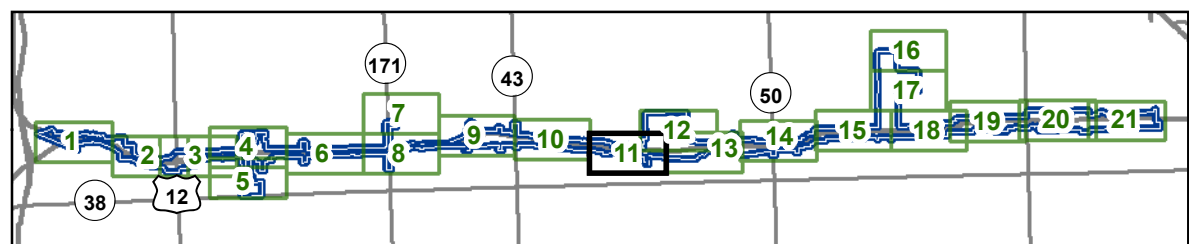
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Map Overview



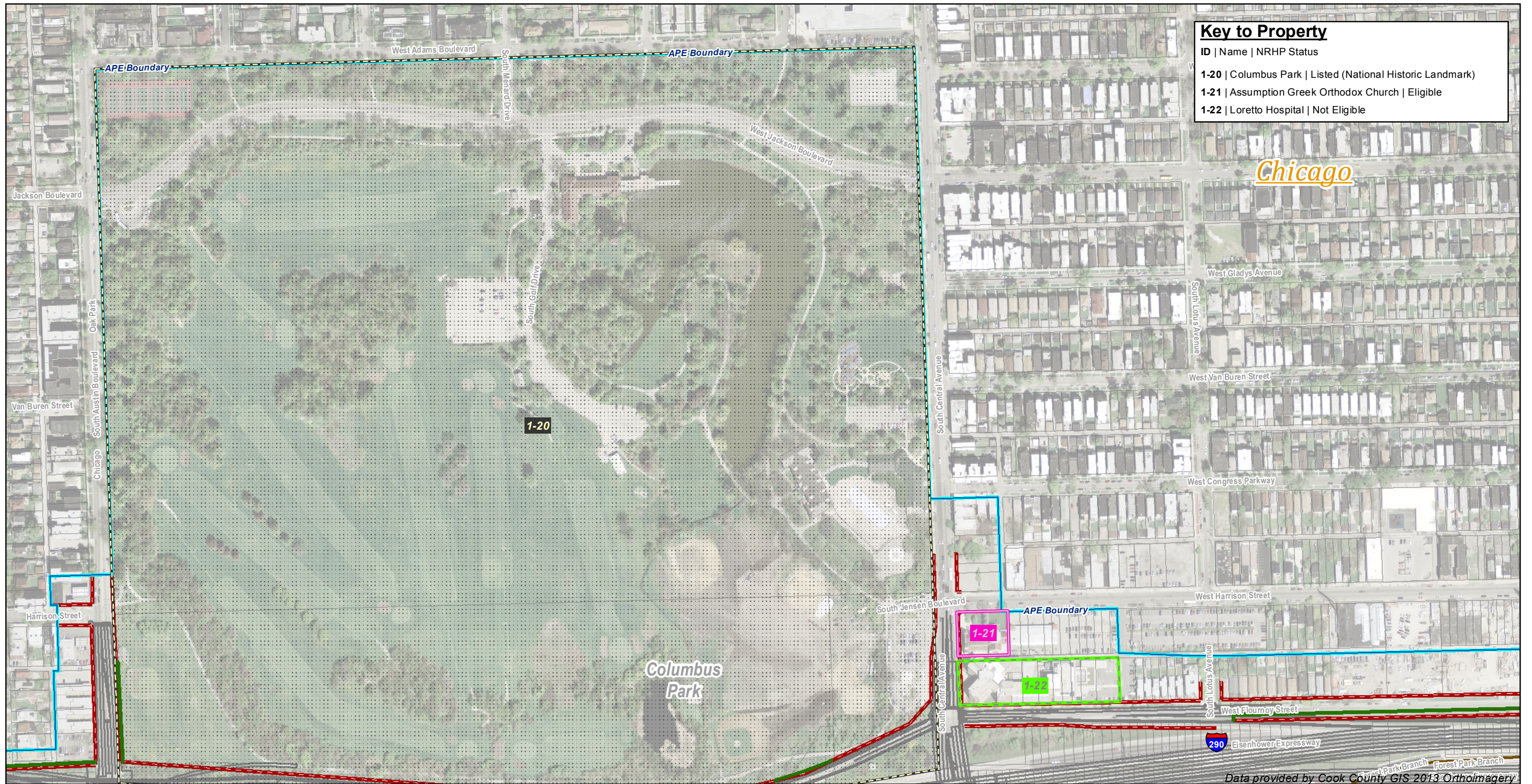
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Legend

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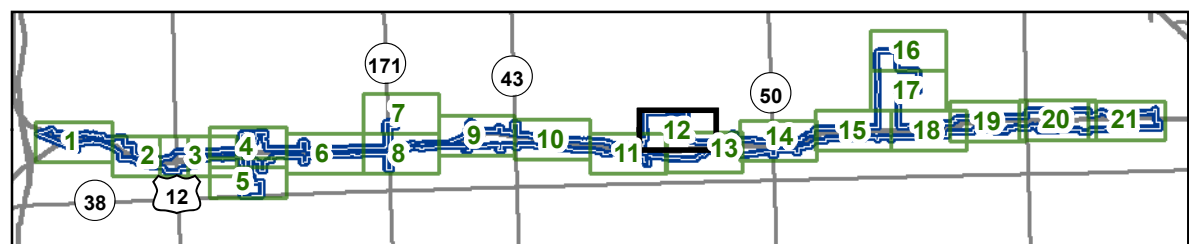
Area of Potential Effects and National Register of Historic Places Eligibility Determinations





Key to Property	
ID	Name NRHP Status
1-20	Columbus Park Listed (National Historic Landmark)
1-21	Assumption Greek Orthodox Church Eligible
1-22	Loretto Hospital Not Eligible

Map Overview



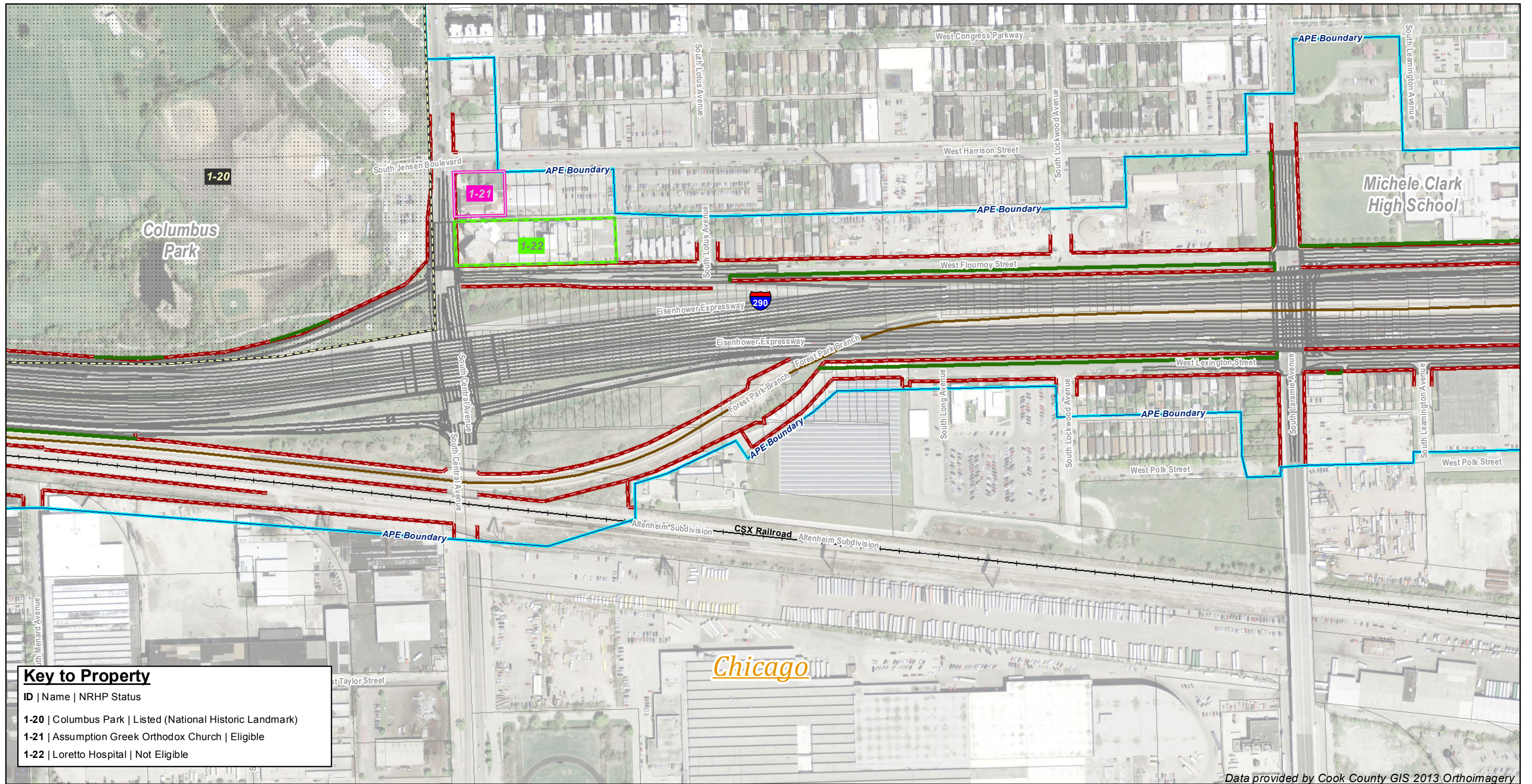
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Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations



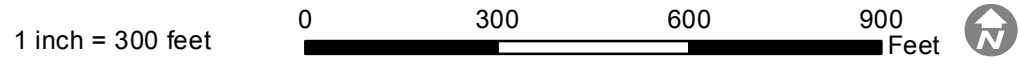
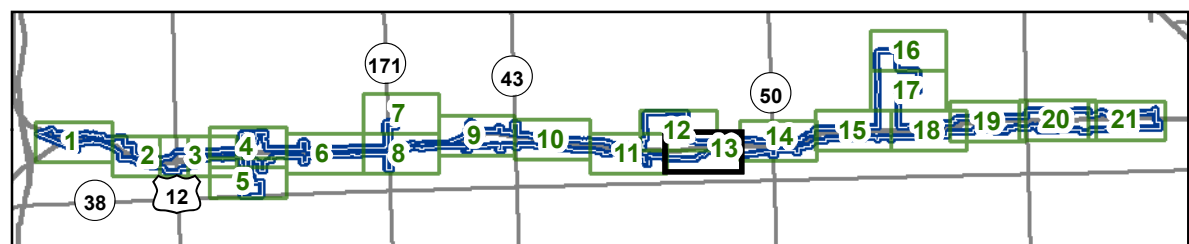


Key to Property

ID	Name	NRHP Status
1-20	Columbus Park	Listed (National Historic Landmark)
1-21	Assumption Greek Orthodox Church	Eligible
1-22	Loretto Hospital	Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

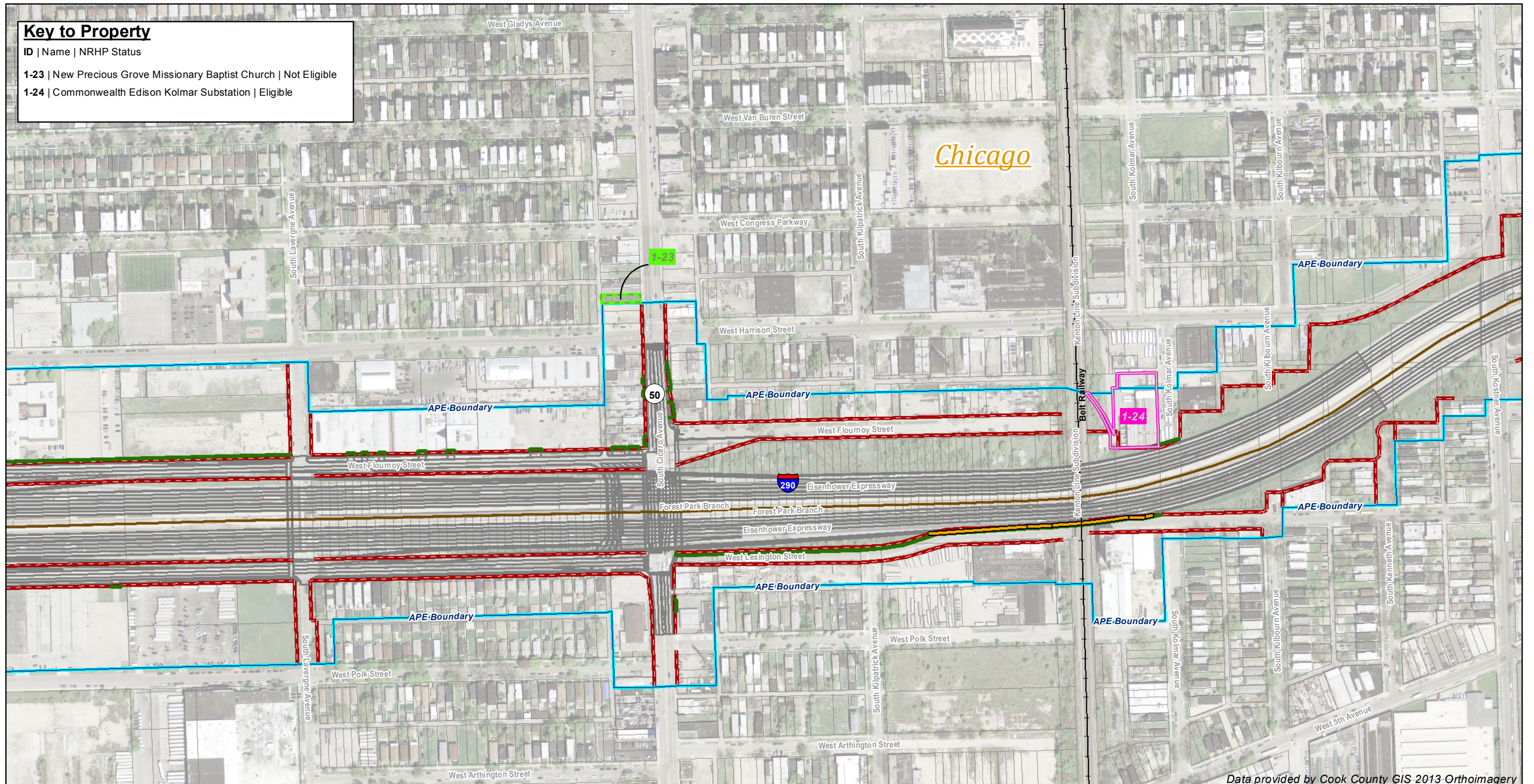


Key to Property

ID | Name | NRHP Status

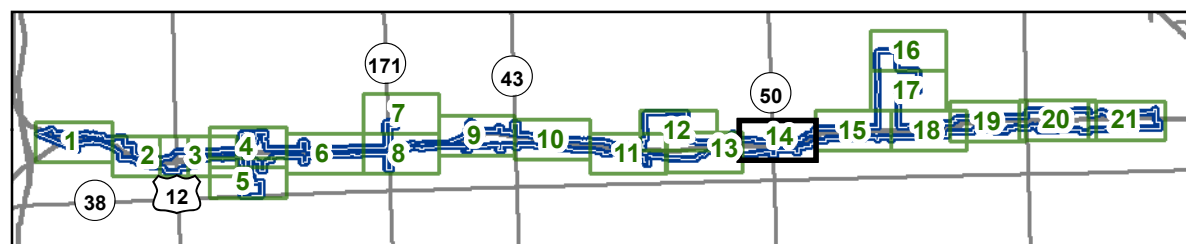
1-23 | New Precious Grove Missionary Baptist Church | Not Eligible

1-24 | Commonwealth Edison Kolmar Substation | Eligible



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet 0 300 600 900 Feet

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations



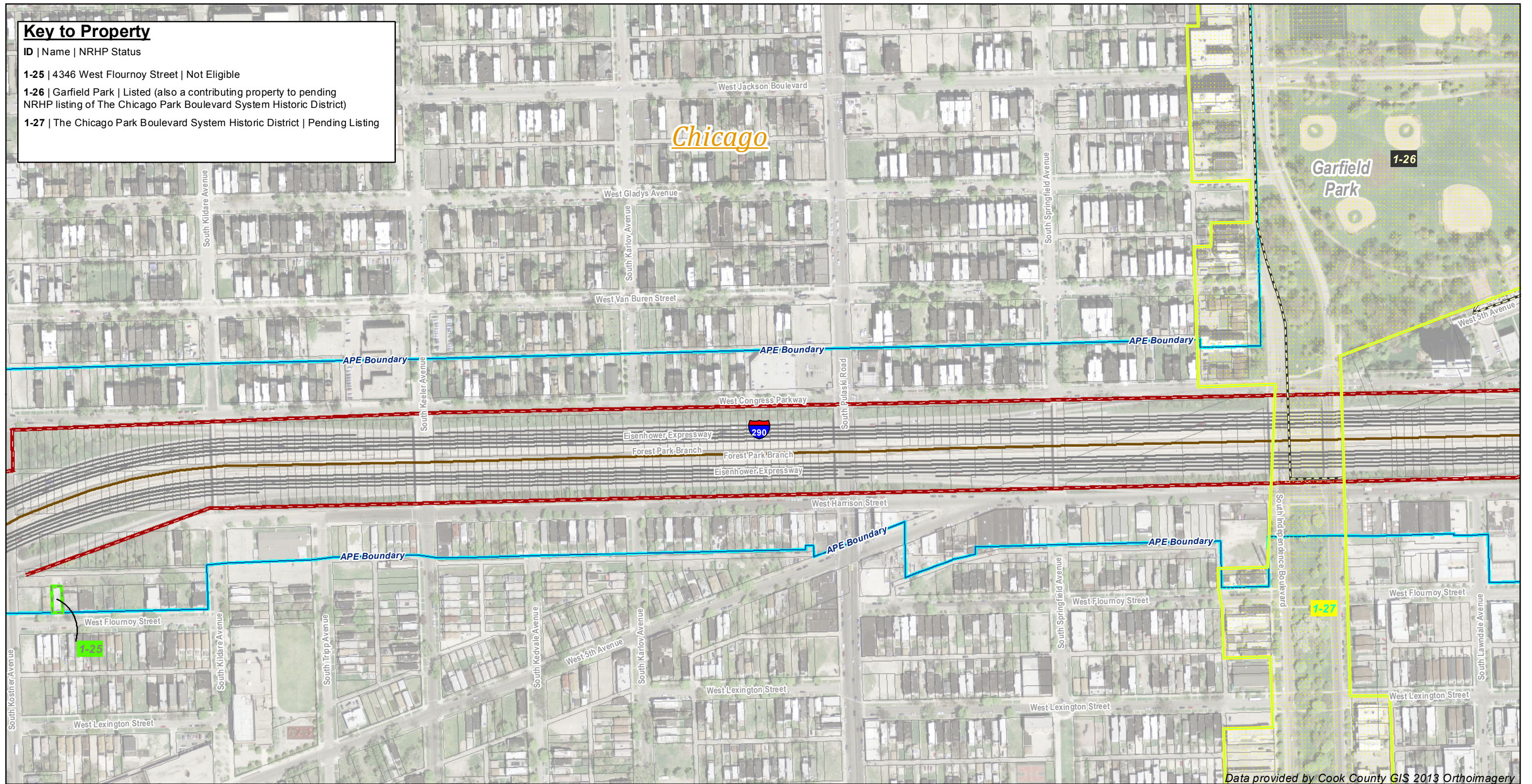
Key to Property

ID | Name | NRHP Status

1-25 | 4346 West Flournoy Street | Not Eligible

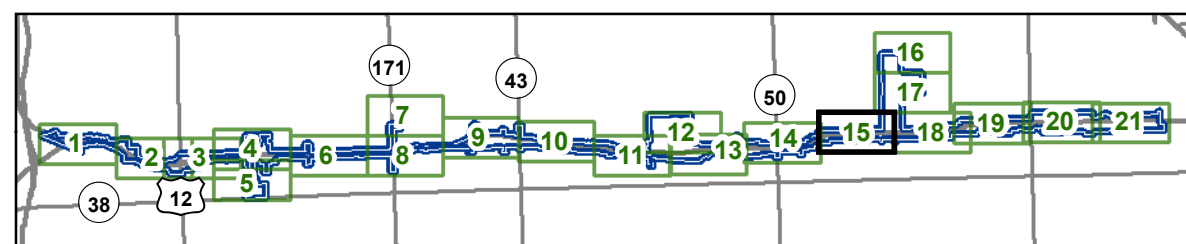
1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District)

1-27 | The Chicago Park Boulevard System Historic District | Pending Listing



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



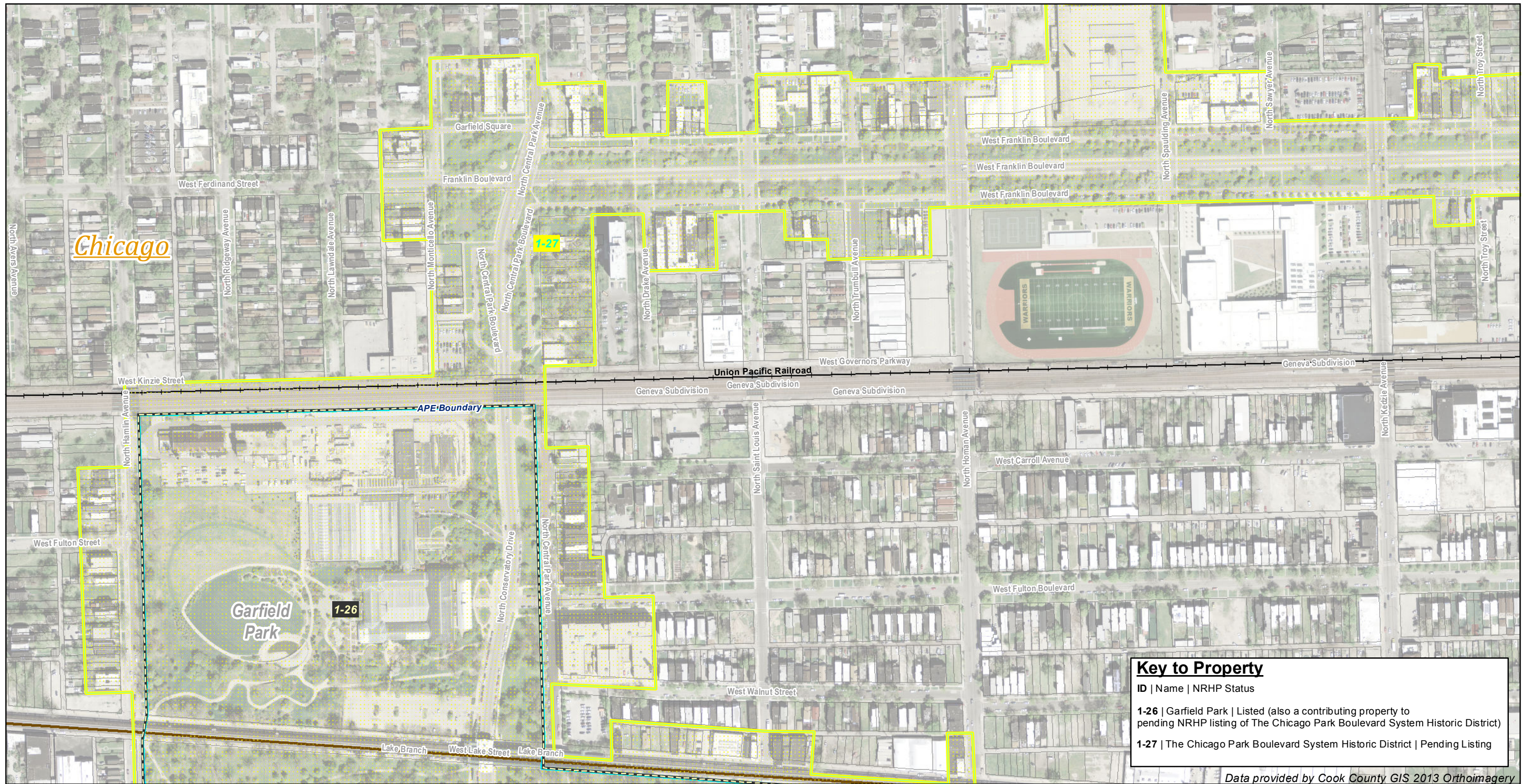
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations





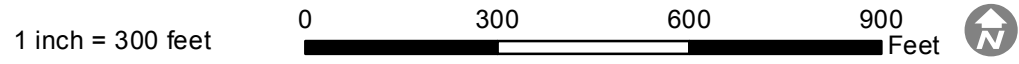
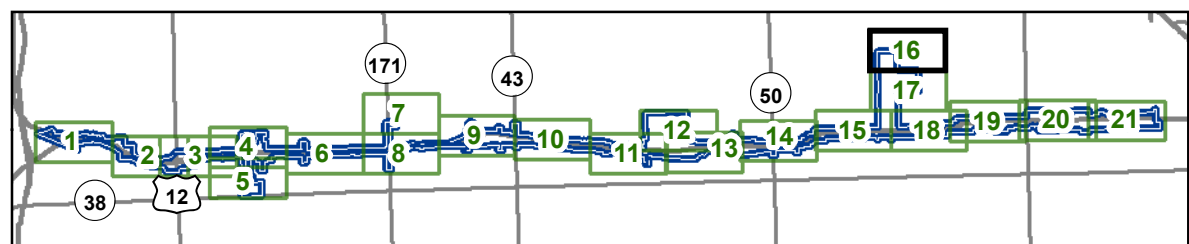
Key to Property
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1-26 | Garfield Park | Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District)

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Data provided by Cook County GIS 2013 Orthoimagery

Map Overview

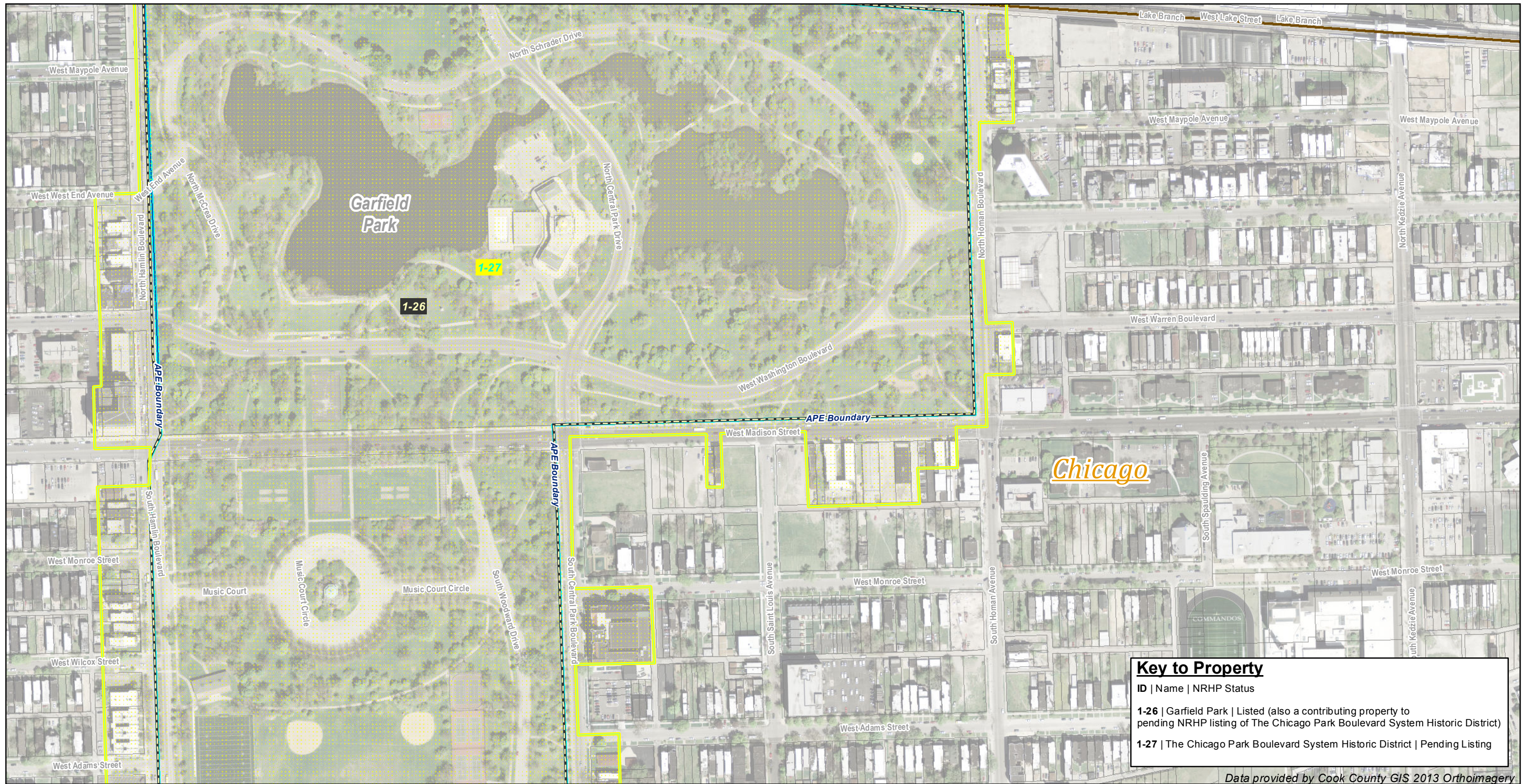


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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

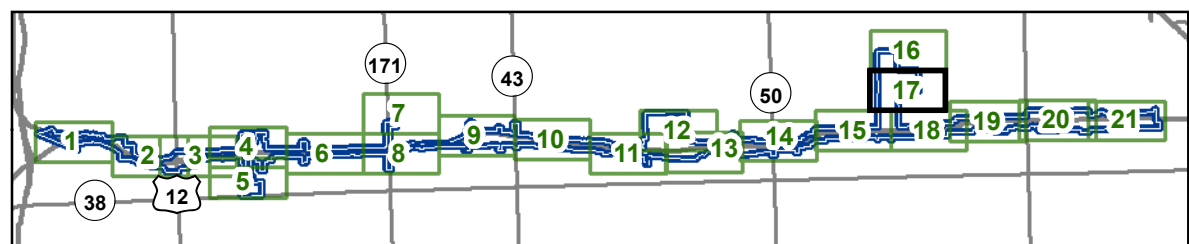




Key to Property	
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1-26	Garfield Park Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District)
1-27	The Chicago Park Boulevard System Historic District Pending Listing

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



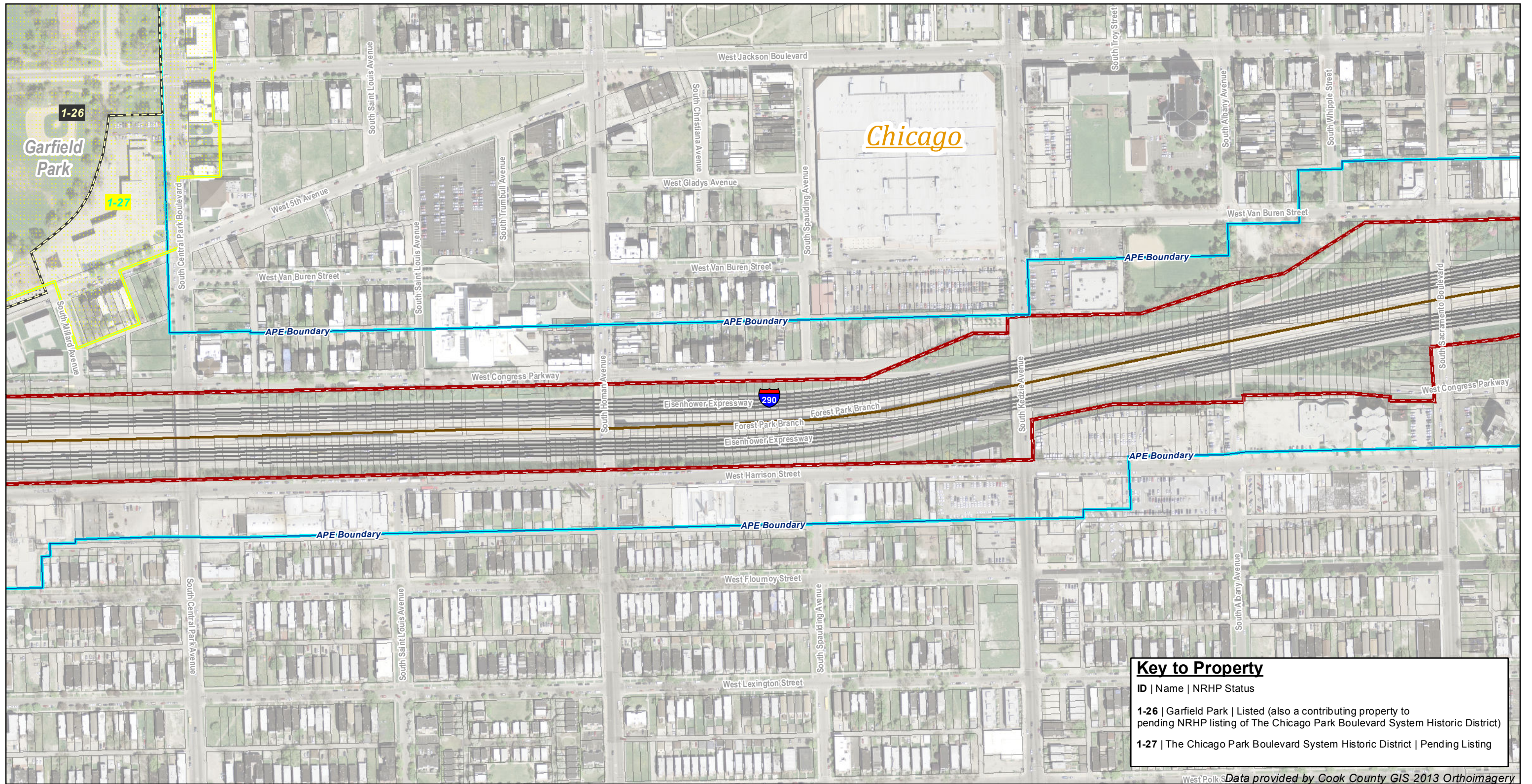
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Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

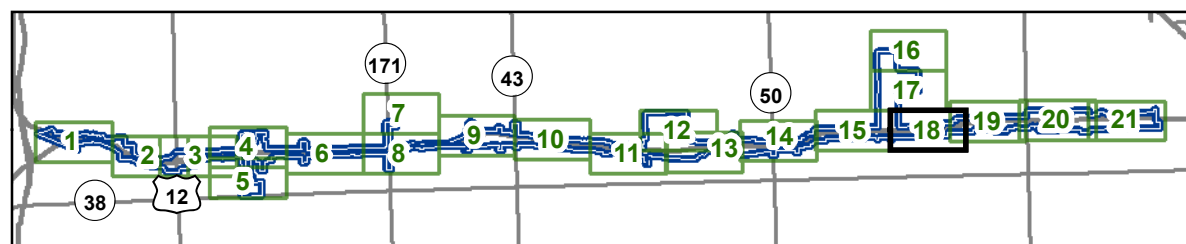




Key to Property	
ID	Name NRHP Status
1-26	Garfield Park Listed (also a contributing property to pending NRHP listing of The Chicago Park Boulevard System Historic District)
1-27	The Chicago Park Boulevard System Historic District Pending Listing

West Polk's Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet
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Legend

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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

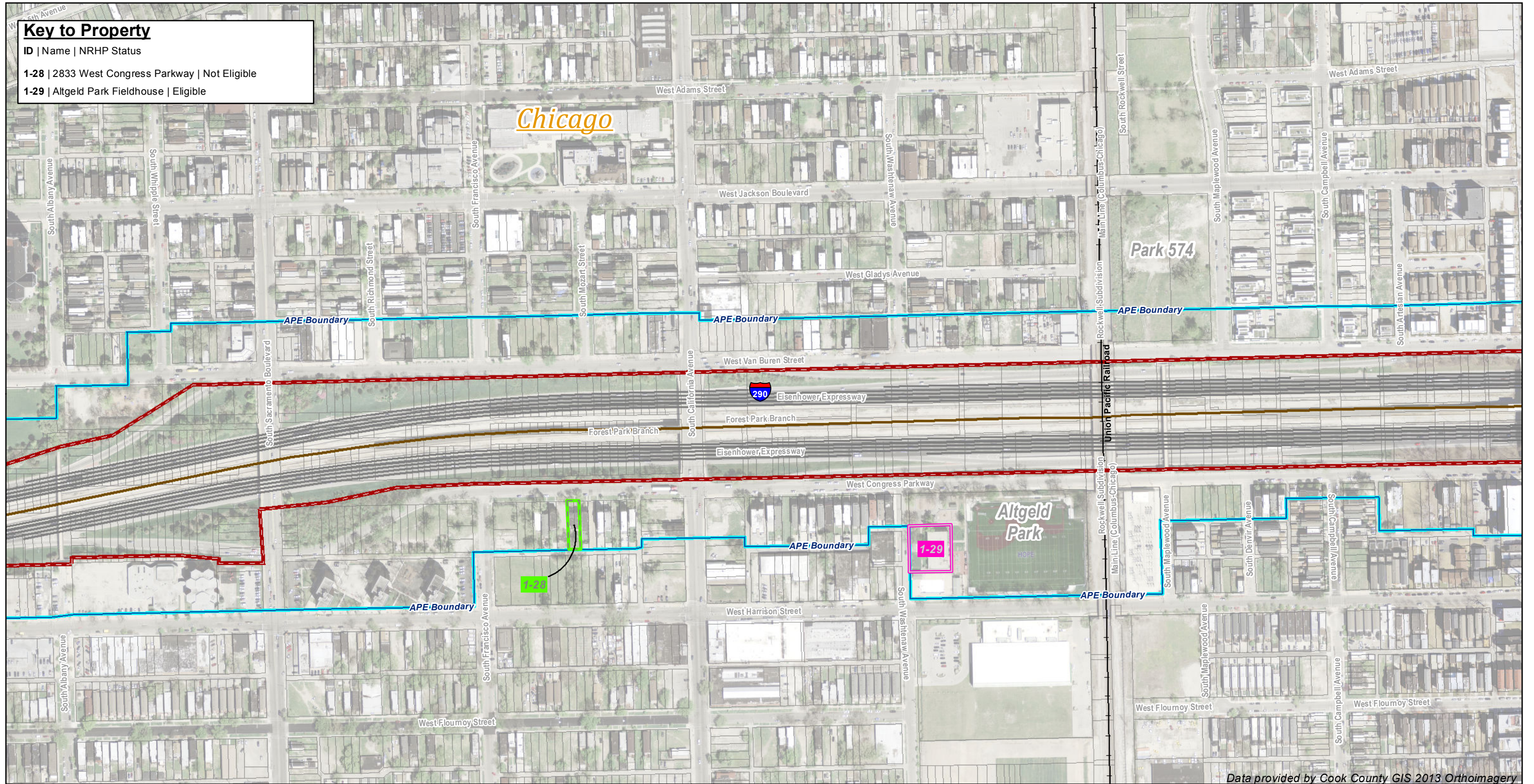


Key to Property

ID | Name | NRHP Status

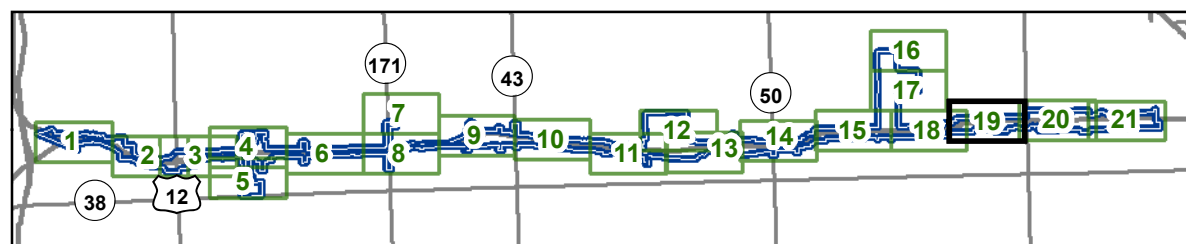
1-28 | 2833 West Congress Parkway | Not Eligible

1-29 | Altgeld Park Fieldhouse | Eligible



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



1 inch = 300 feet 0 300 600 900 Feet

Legend

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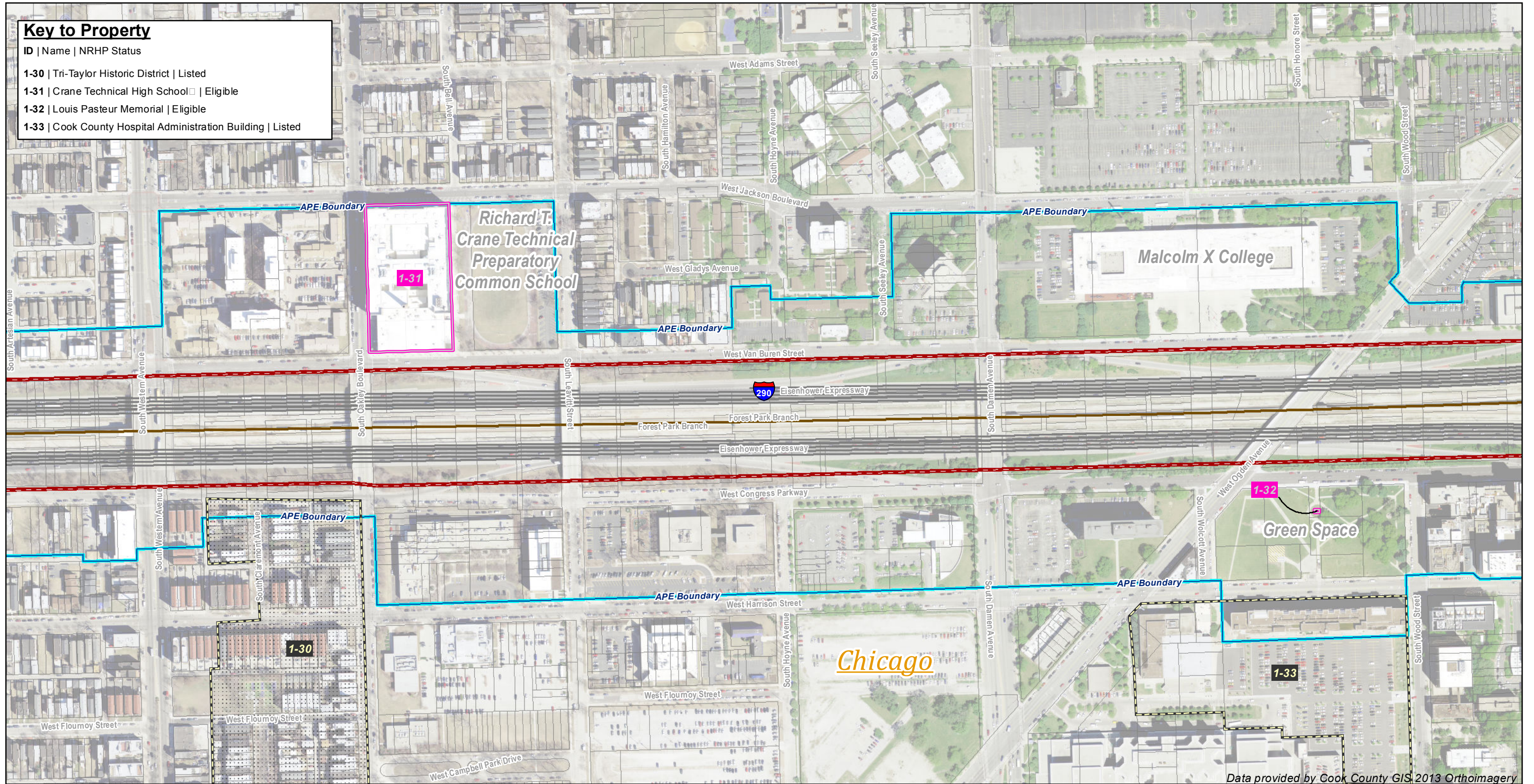
Area of Potential Effects and National Register of Historic Places Eligibility Determinations



Key to Property

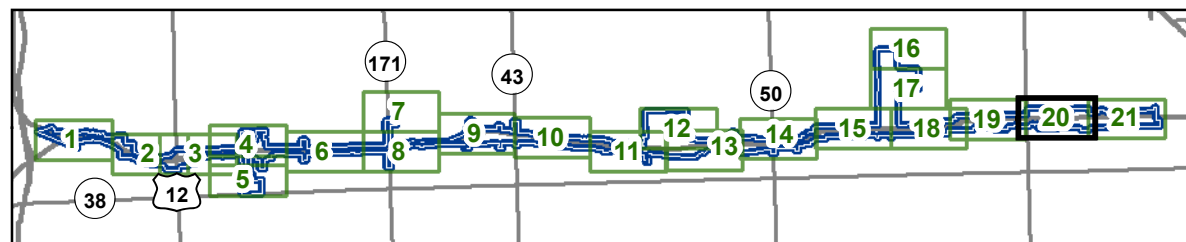
ID | Name | NRHP Status

- 1-30 | Tri-Taylor Historic District | Listed
- 1-31 | Crane Technical High School | Eligible
- 1-32 | Louis Pasteur Memorial | Eligible
- 1-33 | Cook County Hospital Administration Building | Listed



Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



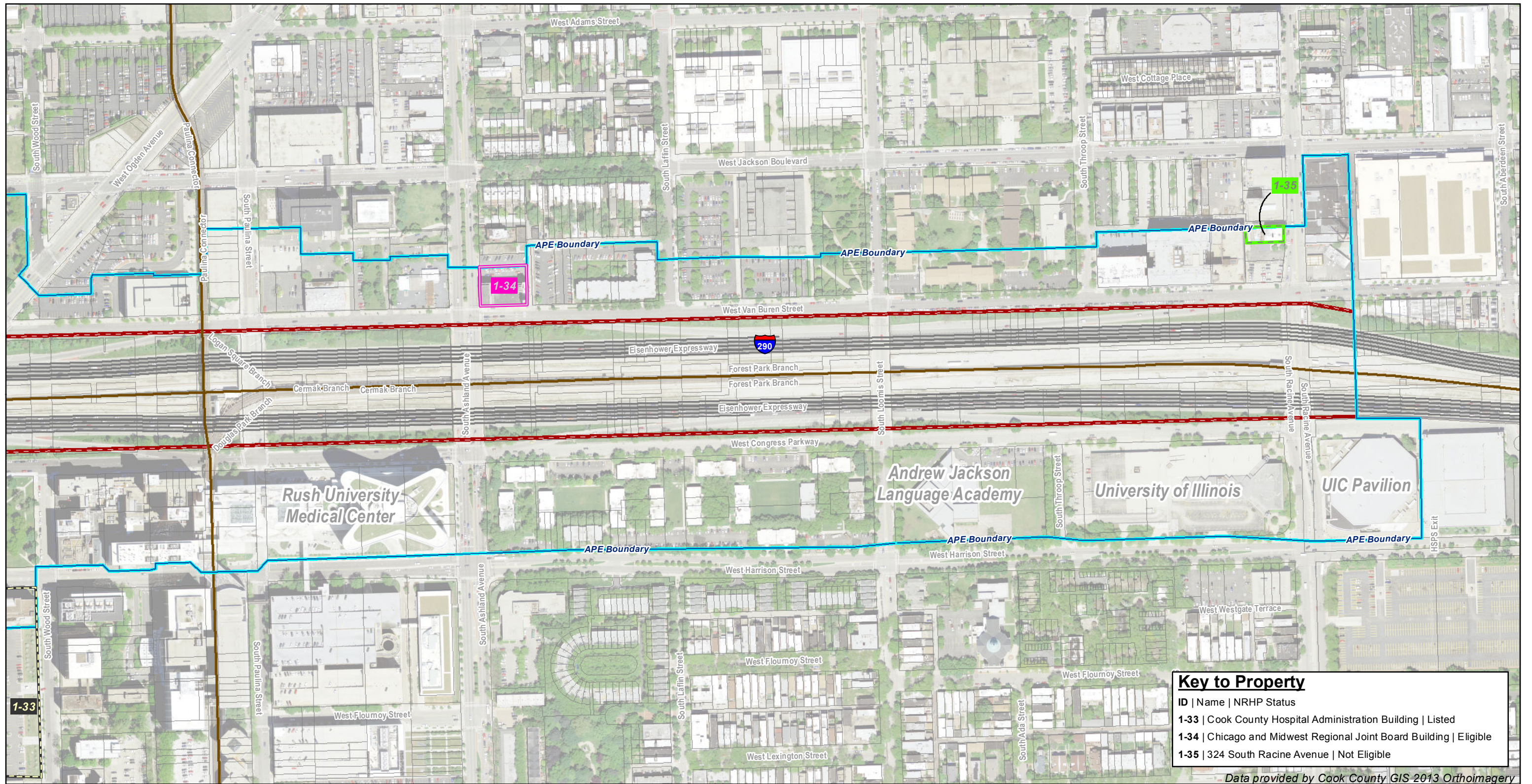
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Area of Potential Effects and National Register of Historic Places Eligibility Determinations

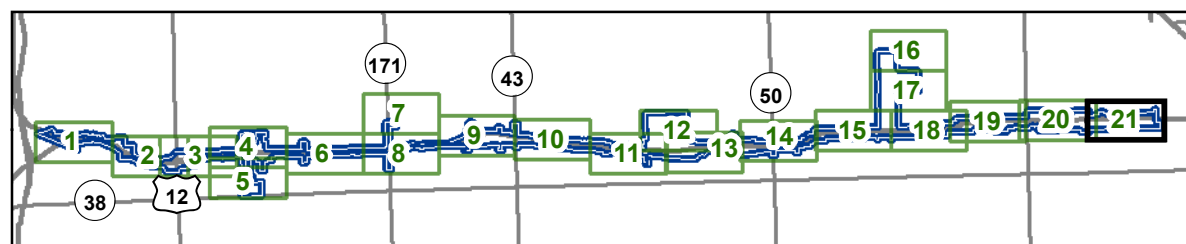




Key to Property		
ID	Name	NRHP Status
1-33	Cook County Hospital Administration Building	Listed
1-34	Chicago and Midwest Regional Joint Board Building	Eligible
1-35	324 South Racine Avenue	Not Eligible

Data provided by Cook County GIS 2013 Orthoimagery

Map Overview



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Area of Potential Effects and National Register of Historic Places Eligibility Determinations






Appendix C




Survey Data Summary Table

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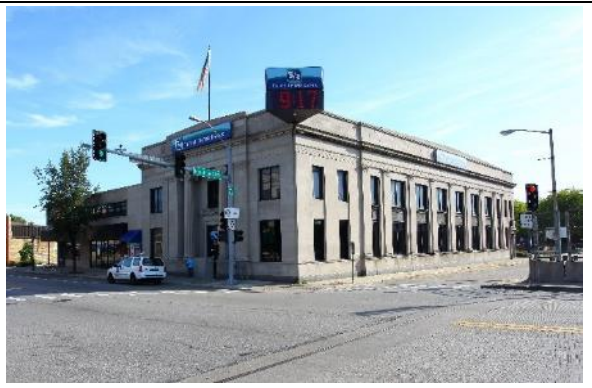

Appendix C - Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type, Style, and/or Form	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-1	Synagogue for Congregation B'Nai Israel of Proviso	10216 Kitchner Street, Westchester	1962	Church, Mid-Century Modern-Era, Exaggerated Modern	Eligible	C, Criteria Consideration A	2016	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue. Its character-defining parabolic roof form embraces the curvilinear shapes found in interpretations of Exaggerated Modernism and is unique among synagogue architecture of the era within the region.</p>								
1-2	1818 South 7th Avenue	1818 South 7th Avenue, Maywood	1923	House, Craftsman, Prairie Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. The house is a modest example of the Craftsman and Prairie Styles. Although it retains some original features, they are typical of the Craftsman and Prairie styles and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								
1-3	Park District of Forest Park	7441 Harrison Street, Forest Park	1938	Park Administration Building, Tudor Revival Style	Eligible	A, C	2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A and C for its association with the Works Progress Administration and recreation in Forest Park. Its intact elements are indicative of evolving recreational trends and design philosophies of that period.</p>								




Appendix C – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-4	631 Hannah Avenue	631 Hannah Avenue, Forest Park	1916	House, Dutch Colonial Revival Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. The house is a modest example of the Dutch Colonial Revival style. Although it retains some original features, they are typical of the Dutch Colonial Revival style and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								
1-5	Hulbert Historic District	The 500-800 blocks of Clinton Avenue and South Kenilworth Avenue, Oak Park	1905-1913	Houses, Various Architectural Styles	Previously Determined Eligible	A, C	2012	
<p>Integrity/Notes: Previously determined NRHP-eligible under Criteria A and C as a neighborhood of intact and diverse residential buildings locally significant for its association with community planning in Oak Park in the early twentieth century.</p>								
1-6	841 South Oak Park Avenue	841 South Oak Park Avenue, Oak Park	1911	Commercial Building, Beaux Arts Style	Eligible	C	2010, 2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C as a locally significant example of the Beaux Arts style applied to a commercial building in Oak Park.</p>								




Appendix C – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-7	T.A. Holm Building	905 South Oak Park Avenue, Oak Park	1926	Commercial Building, Classical Revival, Art Deco Styles	Eligible	A, B, C	2010, 2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A, B, and C as a locally significant example of a Classical Revival and Art Deco-style commercial building associated with important local company T. A. Holm & Co. Realtors and T.A. Holm's success as a local businessman in Oak Park.</p>								
1-8	Suburban Trust and Savings Bank Building	840 South Oak Park Avenue, Oak Park	1925-27	Bank Building, Neoclassical Style	Eligible	C	2010, 2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C as a locally significant example of an early twentieth century Neoclassical style bank building in Oak Park.</p>								
1-9	Paulina Mansions	901-927 Wesley Avenue and 701-711 Garfield Street, Oak Park	1925	Courtyard Apartment Building, Tudor Revival Style	Previously Determined Eligible	C	2009, 2012	
<p>Integrity/Notes: See determination of eligibility form. Previously determined NRHP-eligible under Criterion C as a locally significant example of an early twentieth century Tudor Revival-style S-shaped courtyard apartment building in Oak Park.</p>								




Appendix C – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-10	Oak Park Conservatory	615 Garfield Street, Oak Park	1929	Victorian Style Glasshouse	Listed	A, C	2005	
<p>Integrity/Notes: Listed in the NRHP under Criteria A and C as a locally significant example of glass and steel Victorian style glasshouse greenhouse design in Illinois and for its association with the park movement in Oak Park.</p>								
1-11	846 South East Avenue	846 South East Avenue	1911	House, American Foursquare, Prairie Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. The American Foursquare house is a modest example of the Craftsman style. Although it retains some original features, they are typical of the Craftsman style and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								
1-12	538 and 540 Harrison Street	538 and 540 Harrison Street, Oak Park	1923	Houses, No Discernible Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. The houses have no discernible style and have undergone several alterations to their original materials. Although they retain some original features, they do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								




Appendix C – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-13	845 South Scoville Avenue	845 South Scoville Avenue, Oak Park	1923	House, American Foursquare, Prairie Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. A modest, typical, and altered example of an early twentieth century Prairie-style American Foursquare house. Although it retains some original features, they are typical of the Prairie style and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								
1-14	Kildare Commons	838-844 South Scoville Avenue and 520-522 Harrison Street, Oak Park	1924	Apartment Building, Tudor Revival Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. A modest example of a Tudor Revival-style apartment building. Although it retains some original features, they are typical of the Tudor Revival style and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								
1-15	Bonneville East and West	512-516 Harrison Street, Oak Park	1962	Apartment Building, Mid-Century Modern-era	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. A modest example of a mid-century Modern-era flat apartment building. Although it retains some original features, they are typical of Modern-era buildings and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								




Appendix C – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-16	Maze Branch Library	845 Gunderson Avenue, Oak Park	1936	Library, Colonial Revival, Art Deco Styles	Eligible	A, B, C	2005, 2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A, B, and C as a locally significant Colonial Revival and Georgian Revival-style branch library building associated with local librarian Adele H. Maze and the establishment of neighborhood branch libraries during the New Deal era.</p>								
1-17	Gunderson Historic District	Roughly bounded by Madison, Harrison, and Gunderson Streets, and South Ridgeland Avenue, Oak Park	1906-1920	Houses and Apartment Buildings, Various Architectural Styles	Listed	A, C	2002	
<p>Integrity/Notes: Listed in the NRHP under Criteria A and C as a neighborhood of uniformly designed American Foursquare homes with Colonial Revival, Craftsman, and Prairie style influences, locally significant for association with early twentieth century subdivision development by local S.T. Gunderson & Sons firm in Oak Park.</p>								
1-18	814-820 South Austin Boulevard	814-820 South Austin Boulevard, Oak Park	1925	Courtyard Apartment Building, Beaux Arts, Neoclassical, Tudor Revival Styles	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. A modest example of a multiple-revival-style apartment building. Although it retains some original features, they are typical of the revival styles and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								

Appendix C – Survey Data Summary Table




Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-19	Harvard Apartments	822-836 South Austin Boulevard, Oak Park	1926	Courtyard Apartment Building, Beaux Arts, Neoclassical, Tudor Revival Styles	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. A modest example of a multiple-revival-style apartment building. Although it retains some original features, they are typical of the revival styles and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								
1-20	Columbus Park	500 South Central Avenue, Chicago	1915-1920	Park, Prairie Style Various Buildings, Prairie, Eclectic Styles	National Historic Landmark	A, C, NHL Criteria 4	1991, 2003	
<p>Integrity/Notes: Listed in the NRHP and designated a NHL under Criteria A and C as the masterpiece of Jens Jensen, reflecting the mature expression of his Prairie style philosophies in landscape architecture and programming components. Also under NHL Criteria 4 as an exceptionally important work of design.</p>								
1-21	Assumption Greek Orthodox Church	601 South Central Avenue, Chicago	1935	Church, Byzantine, Romanesque Styles	Eligible	C, Criteria Consideration A	2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion C and Criteria Consideration A as a locally significant example of a Byzantine-style church with Romanesque style elements by local master architect Peter E. Camburas.</p>								

Appendix C – Survey Data Summary Table




Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-22	Loretto Hospital	645 South Central Avenue and 5536 West Flournoy Street, Chicago	1923-1924	Hospital, Beaux Arts Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. Loretto Hospital is an altered example of an early twentieth century Beaux Arts style hospital. Although it retains some original features, they are typical of the Beaux Arts style and do not indicate architectural significance. The building has also been extensively altered by numerous additions. Research did not reveal any historically significant associations.</p>								
1-23	New Precious Grove Missionary Baptist Church	514 South Cicero Avenue, Chicago	1912	Church, Commercial Building, Sullivanesque Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. The building is a modest and altered example of an early twentieth century theater displaying Sullivanesque style elements and a mid-to-late twentieth century example of a storefront church. Its original form has been extensively altered and it is a typical example of a storefront church found throughout Chicago. Research did not reveal any historically significant associations.</p>								
1-24	Commonwealth Edison Kolmar Substation	616 and 632 South Kolmar Avenue, Chicago	1908, 1918, 1950, 1980	Substation, No Discernible Style	Eligible	A	2016	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criterion A for its association with transportation development in Chicago, and specifically the elevated rail system, over several decades.</p>								

Appendix C – Survey Data Summary Table




I-290 Eisenhower Expressway

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-25	4346 West Flounoy Street	4346 West Flounoy Street, Chicago	1903	Apartment Building, Revival Styles	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. The building is a modest example of a four-flat apartment building with some characteristics of the revival styles. Although it retains some original features, they are typical of the revival styles and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								
1-26	Garfield Park	100 North Central Avenue, Chicago	1871-1939	Park Various Buildings, Exotic Revival, Prairie Styles	Listed	A, C	1993	
<p>Integrity/Notes: Listed in the NRHP under Criteria A and C as one of three original parks of the West Park Commission that continually accommodated recreational and cultural needs of community and for significant landscape design and architectural history by noted architects and landscape architects. Also a contributing resource to the pending NRHP listing of The Chicago Park Boulevard System Historic District (1-27).</p>								
1-27	The Chicago Park Boulevard System Historic District	26 miles of parks and boulevards beginning at Dr. Martin Luther King, Jr. Drive and ending at Logan Boulevard in Chicago	1869-1964	Boulevards Parks Various Residential and Public Buildings, Various Architectural Styles	Pending Listing	A, C	2011	
<p>Integrity/Notes: Pending listing in the NRHP under Criteria A and C for its association with community planning and development as the first major comprehensive designed system in the country, creation of Chicago's neighborhoods in the late nineteenth century, and for its examples of high quality late nineteenth and early twentieth century architecture.</p>								



Appendix C – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-28	2833 West Congress Parkway	2833 West Congress Street, Chicago	1888	Apartment Building, Colonial Revival Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. The building is a modest example of a Colonial Revival-style apartment building. Although it retains some original features, they are typical of the Colonial Revival style and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								
1-29	Altgeld Park Fieldhouse	515 South Washtenaw Avenue, Chicago	1929	Fieldhouse, Classical Revival Style	Eligible	A,C	2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A and C for its association with early twentieth century trends in recreation in Chicago and as a locally significant example of a Classical Revival-style fieldhouse.</p>								
1-30	Tri-Taylor Historic District	Roughly bounded by Oakley, Harrison, Claremont, Taylor and Oakley, North of Ogden, Chicago	1870-1910	Various Residential and Commercial Buildings, Various Architectural Styles	Listed	A, C	1983,1988	
<p>Integrity/Notes: Listed in the NRHP under Criteria A and C as a neighborhood of intact and diverse residential buildings locally significant for association with the "second settlement type" of neighborhood development in the late nineteenth to early twentieth century.</p>								

Appendix C – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-31	Crane Technical High School	2301 West Jackson Boulevard, Chicago	1903	School, Classical Revival Style	Eligible	A, C	2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A and C as a locally significant example of a Classical Revival style school and for association with the emerging trend of vocational education in the early twentieth century and the development and expansion of these programs in the Chicago public school system.</p>								
1-32	Louis Pasteur Memorial	1800 West Harrison Street, Chicago	1928, moved 1946	Monument, Art Deco Style	Eligible	C, Criteria Considerations B and F	2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria C and Criteria Considerations B and F as a locally significant and only known example of a freestanding Art Deco-style monument designed by prominent sculptor Leon Hermant in Chicago.</p>								
1-33	Cook County Hospital Administration Building	1835 West Harrison Street, Chicago	1912-1914	Hospital, Office Building, Beaux Arts Style	Listed	A,C	2006	
<p>Integrity/Notes: Listed in the NRHP under Criteria A and C as a Beaux Arts-style hospital administration building associated with the history of medicine, medical education, and public health in Chicago and nationwide.</p>								

Appendix C – Survey Data Summary Table

Survey ID	Name	Address	Year Built	Property Type and/or Style	NRHP Status	NRHP Criteria	Date Evaluated	Photograph
1-34	Chicago and Midwest Regional Joint Board Building	333 South Ashland Avenue, Chicago	1927	Office Building, Art Deco Style	Eligible	A, C	2015	
<p>Integrity/Notes: See determination of eligibility form. Recommended NRHP-eligible under Criteria A and C as a locally significant Art Deco-style building associated with the Amalgamated Clothing Workers of America in the 1920s.</p>								
1-35	324 South Racine Avenue	324 South Racine Avenue, Chicago	1937	Commercial Building, Renaissance Revival Style	Not Eligible	N/A	2015	
<p>Integrity/Notes: See determination of eligibility form. The building is a modest example of a Revival-style mixed-use commercial building. Although it retains some original features, they are typical of the Renaissance Revival style and do not indicate architectural significance. Research did not reveal any historically significant associations.</p>								

Appendix C – Survey Data Summary Table

Appendix D

NRHP Determinations of Eligibility

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
SURVEY ID 1-1

NAME

Synagogue for Congregation B'Nai Israel of Proviso

OTHER NAME(S)

Grace Central Church

STREET ADDRESS

10216 Kitchner Street

CITY

Westchester

OWNERSHIP

Unknown

TAX PARCEL NUMBER

15-16-302-057-0000

YEAR BUILT SOURCE

1962 Landmarks Preservation Council of Illinois, 2015

DESIGNER/BUILDER

A.L. Salzman and Sons

STYLE

Modern-Era

PROPERTY TYPE

Religion/Funerary

FOUNDATION

Concrete

WALLS

Brick

ROOF

Asphalt

DESCRIPTIVE NOTES

Synagogue for Congregation B'Nai Israel of Proviso is a mid-century Modern-era religious building located at 10216 Kitchner Street in a residential neighborhood. It no longer houses its original congregation and is now Grace Central Church. Facing south to Kitchner Street, the synagogue consists of a three-story parabolic sanctuary to the west; a rectangular, flat-roof, one-story wing to the east; and a square, flat-roof, two-story rear wing to the north. A brick chimney is located at the northwest corner of the rear wing, and a metal pipe chimney is located on the east and west elevations of the sanctuary. The building is not easily classified into one of the academically recognized Modern-era styles, but is best acknowledged as a type of Modern-era architecture known as Exaggerated Modernism because of its parabolic form and materials.

The three-story, vinyl-clad, 40-foot parabolic sanctuary is the main feature of the synagogue. A box cornice extends across the sanctuary facade above the first story. The portion of the sanctuary facade below the cornice is covered in stone facing. Metal lettering reads "AND LET THEM BUILD ME A SANCTUARY, THAT I MAY DWELL AMONG THEM" and "B'NAI ISRAEL" next to a simple metal Menorah. Above the cornice, the facade originally featured long windows divided by piers. It is now entirely covered in vinyl siding with no openings. The sanctuary's parabolic roof is covered in asphalt shingles. The sanctuary's west side elevation is covered in asphalt shingles from the concrete foundation up and along the roof to the east side elevation. The sanctuary's north rear elevation is covered largely in vinyl siding and has two vertical support beams along the entire height of the elevation. The first story is clad in buff-colored brick, and has an entrance at the west end of the north elevation. A small modern shed is located on the middle of the north elevation. The upper stories have no openings.

A single-story, flat-roof wing with a flat-roof porch flanks the east side of the sanctuary. The box cornice along the first story of the sanctuary continues around the flat-roof porch and the remainder of the south-facing facade of the single-story wing. The wing's south-facing facade is clad in diagonal vinyl siding. The flat-roof porch is supported by square metal poles and projects over a sidewalk leading to the synagogue's facade entrance on the one-story wing. The facade entrance consists of two pairs of solid-wood double doors with triangular handles. A rectangular picture window is located east of the facade entrance, and buff-colored brick covers the facade's east and west ends. The east side elevation of the east wing faces the narrow parking lot entrance. It is clad in buff-colored brick and has a row of three sets of three, one-over-one, double-hung, vinyl-sash replacement ribbon windows with a continuous stone sill. The east side elevation terminates in a flat roof with an overhanging eave. The facade's box eave continues on the south end of the east side elevation. A modern floodlight is

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Synagogue for Congregation B'Nai Israel of Proviso
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located at the north end of the elevation.

The two-story rear wing's south elevation abuts the north elevation of the single-story east wing. Facing the narrow parking lot entrance, the two-story rear wing's east side elevation has a simple wooden cornice and two bays of windows with stone sills. The first story windows consist of pairs of sliding vinyl-sash replacement windows. The second story windows consist of sets of three, one-over-one, double-hung, vinyl-sash replacement windows. The rear wing's north rear elevation is clad in buff-colored brick. From east to west across the elevation, it has a small boarded-up second story window, a basement-level entrance with a metal handrail, and a second story entrance accessed by concrete steps with a metal handrail. The rear wing's west side elevation was not visible during survey.

Located in a mid-twentieth century residential neighborhood, the synagogue overlooks Gladstone Park to the south. A large parking lot is located north, behind the synagogue. Landscaped bushes line the facade foundation and grassy lawn fronts the building.

HISTORY/DEVELOPMENT

The Synagogue for Congregation B'Nai Israel of Proviso was constructed in 1962. Congregation B'Nai Israel of Proviso was over fifty years old when it moved to the Westchester building; research did not reveal when the Congregation was first established. The Congregation was previously located at 431 South 13th Avenue in Maywood and was the only Traditional Congregation in Proviso Township. The Maywood congregation hosted community events and had a school on the property. The three-story brick Maywood synagogue was recorded on the 1930 Sanborn Map and remains extant.

In 1957, the Congregation purchased land in Westchester for a new building. They contracted the architecture firm A. L. Salzman and Sons of Evanston, Illinois, who designed and constructed the new synagogue over the following years (Figure 1).

At the time of construction, the congregation comprised about 130 families from Chicago's western suburbs encompassing municipalities between Naperville, Morton Grove, Berwyn, and Summit. Original construction plans included three wings: a one-story wing housing offices and the lobby; a rear two-story wing housing the Hebrew school; and the parabolic main sanctuary and gathering space. The congregation purchased the entire block and intended to expand on the property in the future. On April 8, 1962, Congregation B'Nai Israel of Proviso dedicated their new synagogue with a Torah ceremony, dinner program, and guest speaker Dr. Berkovitz of Hebrew Theological College.

The Congregation B'Nai Israel of Proviso remained at 10216 Kitchner Street until the 2010s, when it moved out of the building between 2012 and 2015. Today, Grace Central Church owns and occupies the building.

Westchester

The Synagogue for Congregation B'Nai Israel of Proviso is located in Westchester, a western suburb of Chicago platted by Samuel Insull in 1924. Before Insull purchased the 2,200-acre tract, German farmers worked the land for a century. Insull envisioned a model English town, and established English road names while developers constructed Tudor Revival-style apartments and houses. The town of Westchester incorporated in 1926 and had paved roads, sidewalks, street lamps, a sewer system, and parkways. The same year, the Garfield Park rapid transit line extended from Chicago to 12th Street (now Roosevelt). It extended again to 22nd Street (now Cermak) in 1930.

The Great Depression halted housing development construction in Westchester. Construction did not resume until World War II, as factory workers requiring local accommodations moved into town. During this time, new residents established many religious institutions. After World War II ended, families moved out of Chicago and into the suburbs, including Westchester. During the 1950s-60s, population expansion led to new residential construction throughout the village, including Ranch houses, split-levels, and post-war Colonial Revival houses, as well as the expansion of commercial, religious, and institutional services to meet the needs of the growing population. Many established congregations moved to Westchester from Chicago or other nearby suburbs, constructing new church and synagogue buildings reflective of mid-century Modern-era architectural trends, such

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Synagogue for Congregation B'Nai Israel of Proviso

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as the Synagogue for Congregation B'Nai Israel of Proviso as well as Faith Lutheran Church (1954-1955), located at 1124 Westchester Boulevard; Church of the Divine Infant Jesus, (1961-1963), located at 1601 Newcastle Avenue; and First Baptist Church of Westchester (1963, now Church Universal and Triumphant), located at 2402 Mayfair Avenue (Figure 2). This development was further aided by the construction of two major transportation routes in the mid-twentieth century; the Eisenhower Expressway to the north and Tri-State Toll Road to the west. In the 1980s, commercial enterprises moved to Westchester with the construction of the Westbrook Corporate Center.

The Jewish Community in the Chicago Area

The Jewish community has been part of Chicago history since the 1830s. The first Jewish community was of German heritage and organized the Jewish Burial Ground Society in 1845. The first Jewish congregation, Kehillath Aneshe Ma'arav, was founded a year later on October 3, 1846, in Chicago. After the two organizations merged, they constructed the first synagogue in 1851. In the coming decades, the community formed several other Jewish societies, fraternities, and ladies associations.

As more Eastern European Jews immigrated to the Chicago area, congregations formed based on common heritage. Eastern Europeans formed Beth Hamedrash Hagadol Ub'nai Jacob in 1867. The Russian-Polish community formed Ohave Emuno soon after, and the German and Bohemian Jews formed the Congregation B'nai Abraham.

The Jewish community was deeply affected by the Chicago fires of 1871 and 1874, which destroyed much of the German Jewish neighborhood and Eastern European Jewish neighborhoods respectively. The Jewish hospital, seven synagogues, business, and community buildings were burned; however the community quickly recovered and remained a cultural center for decades to come.

By 1920, the Jewish population of Chicago was 225,000; and Eastern European Jews were quickly growing in number. The west side became the center of Jewish culture, especially North Lawndale, boasting 60 synagogues, theaters, educational institutions, social institutions, and community centers. Jewish communities continued to form by national origin, with a large German Jewish community on the south side, and Eastern European communities on the north and northwest side. The Jewish community played a large part in local commerce, politics, and community life in Chicago.

After World War II, the Jewish population rapidly moved to the north side of Chicago and the suburbs, following the general trend of returning veterans and families. Jewish communities concentrated in the northern suburbs such as Skokie, Lincolnwood, Wilmette, Winnetka, Glencoe, Highland Park, and Evanston; and in the western suburbs such as Oak Park and Des Plaines. By 1970, the Jewish population of Rogers Park and Skokie made up 70 percent of the total population. By this point, Jewish population was evenly split between the city of Chicago and the suburbs. Though population dispersion led to the construction of many mid-century Modern-era religious buildings in the suburbs, the city of Chicago remained the cultural center of Jewish life, and many residents commuted from the suburbs to the city for both work and community and religious activities.

In the past few decades, displaced Jewish immigrants from the former Soviet Union have settled in the Chicago area because of the efforts of the Chicago Jewish Community, Jewish Federation, and local congregations. Seventy percent of the area Jewish population lives in the suburbs of Chicago. In 2004, there were over 100 synagogues in the metro Chicago area, including Traditional, Reformed, Conservative, Orthodox, and a variety of other congregations. Education and social organizations still play a large part in Jewish cultural life. The largest cultural institution is the Jewish Federation of Metropolitan Chicago, the modern day manifestation of the Associated Jewish Charities founded in 1900. The federation supports Mount Sinai Hospital, local cultural and educational institutions, the Hebrew Theological College, libraries, and museums. Today, the Jewish community continues to participate in local politics and commerce and provide education and social services to the greater Chicago area. The population is ethnically diverse, bringing together Jewish families from Germany, Russia, Eastern Europe, and the United States.

Modern-Era Architecture

Historic Resources Survey**RESOURCE TYPE** Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso

SURVEY ID 1-1

Modern-era architecture became popular in the United States in the 1940s after the arrival of exiled European Bauhaus architects such as Marcel Breuer, Walter Gropius, and Ludwig Mies van der Rohe. The style was a natural step from the stripped Classicism of the New Deal era, which included monumental construction with minimal classical features. The American manifestation of the Modern-era movement was less political than the Bauhaus, but still emphasized efficient design and modern materials. Early Modern-era office towers and public buildings maximized space and windows with minimal facade decoration. Modern-era house designs slowly became popular throughout the mid-twentieth century. While West Coast varieties, particularly the Ranch house, were constructed before World War II, the movement became more popular after the war. The Modern-era house was influenced not only by the Bauhaus, but also the Prairie Style architecture of the previous decades. Some Prairie Style elements include low-pitched gables and overhanging eaves. Modern-era architecture emphasized harmony between the building and surrounding landscape, and utilized natural light. Basic characteristics of Modern-era dwellings include clean horizontal and vertical lines, rectangular forms, low massing, lack of decoration, the use of several modern materials, and the use of glass to take advantage of natural light.

After World War II, Modern architects began exploring different forms such as curved surfaces made possible by new materials. This new manifestation of Modern-era architecture became a Modern-era style known as Exaggerated Modern. The Exaggerated Modern style, as defined by the Missouri State Historic Preservation Office "Mid-Century Modern Church Survey," utilized exaggerated structural components that included sweeping cantilevered and oversized rooflines, V-shaped columns, and curvaceous geometric shapes. The style was commonly applied to commercial architecture and executed in steel, plywood, glass block, plastic, or stone. Frank Lloyd Wright's Guggenheim Museum, constructed in 1956, utilized reinforced concrete to create a curved, inward-focused shell. Wright asserted that Modern-era architecture was not purely motivated by function, but could also portray symbolic or psychological force. Eero Saarinen, a contemporary architect, agreed with Wright, and designed Modern-era buildings and structures, such as the Gateway Arch in St. Louis, Missouri, for a design competition in 1948 and the Trans World Airlines Terminal at Kennedy Airport in New York City in 1962. Saarinen improved his design for the Gateway Arch over the following years and construction began in 1961. He utilized a soaring parabolic form to celebrate the early pioneers' journey through the expansive, unknown western territory. When designing the Trans World Airlines Terminal and Dulles Airport, he utilized curved lines and cantilevered spaces that portray the idea of flight. Wright and Saarinen brought the use of curves to the forefront of Modern design.

Curved surfaces were often used for religious buildings, incorporating soaring heights into sanctuary design. One manifestation of the Exaggerated Modern style was the use of large parabolic shapes, either as a repeated form along the facade, as the horizontal footprint of the building, or as the soaring roofline of the sanctuary, as demonstrated in the architecture of Synagogue for Congregation B'Nai Israel of Proviso. Exaggerated Modernism soon gave way to buildings designed with extremely dramatic expressions of form that placed secondary emphasis on function, called Expressionism.

Modern-Era Synagogues

After World War II, the Jewish population, along with much of America, began moving to the suburbs. New communities necessitated the need for new local places of worship. These synagogues would reflect the time in which they were constructed, and embraced mid-century Modern-era architectural concepts, including Exaggerated Modernism, Expressionism, International, and Organic styles. The Jewish congregations valued the quality and workmanship of their new religious buildings. Synagogue construction was carefully considered and the result was often progressive mid-century Modern-era designs. Mid-century modern-era synagogues were often bolder and more unique than their suburban protestant church counterparts. This was the outcome of post-war discussion among Jewish architects, religious leaders, and congregations concerning historicism versus modern dynamic ideals for new suburban religious architecture. Influential architects at the beginning of the movement included Eric Mendelsohn and Percival Goodman. They both encouraged the use of curves in synagogue architecture, such as those incorporated in Exaggerated Modern style buildings. Curved shapes such as domes or parabolic arches often reminded the congregation of a tent or Mount Sinai, both images are important to Jewish tradition and history. Modern-era congregations also often used abstract art to convey aspects of the Jewish faith on the exterior and interior of the synagogues.

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The design discussions and subsequent synagogue construction embodied and contributed to the mid-century Modern-era architectural movement, solidifying Jewish congregations as part of American cultural and architectural history. Jewish architects promoted designs that reflected the progressive thinking of the mid-century Jewish faith, and asserted that congregations should hire the best architects and craftsmen, not necessarily Jewish architects. The new synagogues served multiple purposes, and were designed to house the sanctuary, meeting space, teaching space, and community space. These multi-purpose buildings were different than their older city counterparts, because the new suburban community needed space for education and meetings that previously occurred in private homes.

These nationwide mid-twentieth century Modern-era trends in synagogue design and form are found in synagogues constructed in Chicago, and more commonly, its suburbs in the 1950s and 1960s. Suburban Chicago synagogues served the Jewish population moving from the city to the suburbs. Today, some of these synagogues continue to house their original congregations and reflect the progressive and thoughtful designs of suburban Jewish congregations. North Shore Congregation Israel, located north of Chicago at 1185 Sheridan Road in Glencoe, Illinois was designed by Minoru Yamasaki (Figure 3). The congregation, founded in 1920, constructed and dedicated the current building in 1964. The large Exaggerated Modern building consists of a tall sanctuary hall, single-story, flat-roof wing, and modern addition. The main hall consists of repeating soaring parabolic arches with a titanium finish. The flat-roof lobby has full-height glass window walls. This architect-designed mid-century Modern-era building is an excellent example of Modern-era architecture still serving the original congregation. The striking design reflects the effort mid-century Jewish congregations took to construct meaningful houses of worship and is also the work of a master Modern-era architect.

Other regional mid-century Modern-era synagogues include Temple B'Nai Israel and Oak Park Temple B'Nai Abraham Zion (Figure 3). Temple B'Nai Israel, located in Aurora, Illinois was founded in 1904. As post-World War II populations moved to the suburbs, the congregation grew, and the temple needed a larger building. The new building was constructed in 1959-1961, and continues to house the congregation today. The simple brick, flat-roof International Style building consists of a large sanctuary and a one-story wing.

Oak Park Temple B'Nai Abraham Zion was formed in 1919 when Zion Congregation and B'Nai Abraham Congregation merged on Chicago's west side. After World War II, the congregation moved from Chicago to Oak Park following the movement of its congregation. The congregation constructed the current Oak Park building in 1957 and an addition in 2000. The building consists of a large, shallow gabled hall with a rusticated stone facade and a two-story flat-roof wing; displaying Organic style and International style influences.

Modern-Era Parabolic Sanctuaries in Illinois

The curving parabolic forms used on mid-twentieth century synagogues, like the parabolic sanctuary of the Synagogue for Congregation B'Nai Israel of Proviso, were also incorporated on other religious buildings of the era in Chicago, its suburbs, and regionally. Mt. Carmel Baptist Church, located at 2016 Emerson Street in Evanston, Illinois, is a small, Exaggerated Modern religious parabolic building designed by Stanley Salzman of A.L. Salzman and Sons (Figure 4) and constructed in 1950. It consists of a three-story parabolic sanctuary with a single-story, flat-roof entrance wing along the facade, and a rusticated stone veneer along the first story of the sanctuary. Its footprint is similar to the Synagogue for Congregation B'Nai Israel of Proviso; however, the church is smaller than the synagogue, with no side or rear wings. The parabolic sanctuary shape also differs, with a slightly pointed apex and wider slope. The church has similar alterations, including vinyl infill of the original windows spanning the facade of the sanctuary except for a large, glass block cross, and replacement glass-block windows on the entrance wing. Mt. Carmel Baptist Church still houses its original congregation.

Nameoki United Methodist Church, located at 1900 Pontoon Road in Granite City, Illinois, was constructed in 1963-1964 (Figure 5). The Exaggerated Modern fieldstone-clad parabolic sanctuary is flanked by a two-story wing with a large, single-story flat-roof porch overhang. The rear elevation of the sanctuary is filled with stained-glass windows. The church maintains a high degree of integrity, with original windows and cladding. It houses its original congregation.

Liberty Baptist Church, located at 4849 South King Drive in Chicago, was designed by architect William Alderman and constructed for a growing African American Baptist congregation in 1955-56 (Figure 5). The

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RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
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Exaggerated Modern church consists of a large, parabolic structure and a flanking flat-roof wing. It retains many of its original features, including stained-glass windows, a rusticated stone facade, entrance surrounds, modern materials, and parabolic form. Besides providing an intact example of Modern-era architecture, the church has historical significance as the base for Martin Luther King, Jr., during his 1966 Chicago visits and civil rights marches. Even after his death, it remained a center of continued civil rights rallies and campaigns.

Compared to the other parabolic religious architecture in Illinois, the Synagogue for Congregation B'Nai Israel of Proviso is a modest and altered example of mid-century Modern-era religious architecture. Its original appearance has been altered by vinyl siding replacing the original windows on the parabolic sanctuary facade and replacement vinyl-sash windows on the remainder of the building. Drawings of the original concept include tall windows divided by vertical piers on the parabolic facade, much like Liberty Baptist Church and Nameoki United Methodist Church. This change has a large visual impact on the building's original design intent.

However, though the Mid-Century modern-era churches of Westchester retain a high degree of integrity, and have had little alterations, none share the parabolic form of Synagogue for Congregation B'Nai Israel. In the same way, though the Chicago area has intact examples of Mid-Century modern-era synagogues housing their original congregations and retaining architectural integrity, none display the simple parabolic form of the Synagogue for B'nai Israel of Proviso, making it unique in Westchester and the Chicago area. Although Synagogue for Congregation B'Nai Israel is a modest building, its character-defining feature is its parabolic form. Applied architectural ornament was never part of its design, and although its fenestration pattern has been altered by vinyl siding application, the parabolic roof form continues to convey the building's mid-century origins as an example of a parabolic synagogue.

A. L. Salzman and Sons

The Synagogue for Congregation B'Nai Israel of Proviso was designed by A. L. Salzman and Sons, a Chicago-area architecture firm active from 1916 through the 1980s. A. L. Salzman and Sons included Abraham Salzman and his sons Stanley, Jerome, and Marshall. Abraham Salzman began working as an architect around 1916 under the firm A.L. Salzman Engineering Company, and his sons joined him around 1945. A.L. Salzman and Sons designed many types of buildings, including hospitals, churches, synagogues, and residences, in a wide variety of styles. Notable Modern-era commissions include the Cathedral of Tomorrow in Cuyahoga Falls, Ohio, the Hospital Professional Building in Chicago, and the Salzman House in Villa Park, Illinois. The firm's residential commissions in Illinois were often vernacular interpretations of popular mid-century styles, constructed in Highland Park, Richton Park, Elmhurst, Evanston, Villa Park, La Grange, and other suburbs and neighborhoods of Chicago, capitalizing on the skyrocketing demand for houses as veterans returned from World War II. Marshall Salzman, who worked with the firm from 1947 to 1964, stated that the firm never turned down work, but accepted a large variety of projects, even designing a chicken coop for Northwestern University.

A.L. Salzman and Sons constructed synagogues and religious buildings from the earliest days of the firm, designing them in the popular styles and forms of the period. In 1927, the A. L. Salzman Engineering Company designed a Beaux-Arts style synagogue for the Congregation Hagrow Shel Anshe Wina on the West Side of Chicago. More contemporary Chicago-area religious buildings designed by the firm include Mt. Carmel Baptist Church at 2016 Emerson Street in Evanston, Illinois, constructed in 1950; Synagogue for Congregation Mikro Kodesh Anshe Tiktin, constructed in the 1950s on Foster Avenue in Chicago and no longer extant; and Synagogue for Congregation B'nai Yehuda at 8201 South Jeffrey Boulevard, Chicago, constructed in 1960. The three buildings have select similar architectural elements with Synagogue for Congregation B'Nai Israel of Proviso, including a tall sanctuary design in a parabolic or A-frame form, rusticated stone facade, windows spanning the sanctuary facade, and single-story flat roof elements such as porches and wings. Mt. Carmel Baptist Church, discussed earlier in this report, most closely resembles the Synagogue for Congregation B'Nai Israel of Proviso. It was also most likely an example for the Synagogue for Congregation B'Nai Israel of Proviso.

Synagogue for Congregation Mikro Kodesh Anshe Tiktin was an Organic style three-story, flat-roof, rectangular building with a rusticated stone facade, single-story flat-roof porch overhang over the central entrance, and stained glass windows covering the central section of the facade (Figure 6). An angled flat roof awning projected over the entire facade. The rusticated stone facade, central stained glass windows, and single-story flat-roof

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porch overhang are elements also found in the original plan of Synagogue for Congregation B'Nai Israel of Proviso. Both buildings emphasize the soaring sanctuary space as the primary element of the building using simple mid-century Modern-era design tenets and materials generally found on sacred and public architecture during the mid-century period.

Synagogue for Congregation B'nai Yehuda at 8201 South Jeffrey Boulevard, Chicago, was constructed only a few years prior to Synagogue for Congregation B'Nai Israel of Proviso in the Exaggerated Modern style (Figure 6). It consists of a brick-clad A-frame sanctuary with windows covering the middle portion of the facade and a central entrance under a deteriorating single-story awning overhang. It retains modest architectural integrity. The building has a single-story, flat-roof, brick, rear wing. The synagogue has a similar footprint to Synagogue for Congregation B'Nai Israel of Proviso but with an A-frame sanctuary instead of a parabolic sanctuary. The A-frame construction emphasizes the height of the sanctuary as the main design element, juxtaposing the soaring height with the single-story, flat roof wing. It no longer houses the original congregation.

A.L. Salzman and Sons embraced the popular architectural elements of the era for its contemporary mid-century Modern religious architecture designs. These designs emphasized height as a main feature in the construction of religious buildings, particularly the sanctuary. These religious buildings, much like the mid-century houses designed by the firm, reflect popular design elements of the day such as tall sanctuary designs, rusticated stone facades, windows spanning the sanctuary facades, and single-story flat roof elements such as porches and wings.

NRHP STATUS **DATE LISTED**
 Not Eligible

NRHP CRITERIA

A B C D Not Applicable

NRHP CRITERIA CONSIDERATIONS

A B C D E F G Not Applicable

NRHP EVALUATION/JUSTIFICATION

Synagogue for Congregation B'Nai Israel of Proviso was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C and Criteria Consideration A using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The construction of Synagogue for Congregation B'Nai Israel of Proviso in Westchester reflects the general population movement from Chicago to the surrounding suburbs during the post-World War II era. However, Synagogue for Congregation B'Nai Israel of Proviso was among many synagogues constructed in the Chicago suburbs during this time and is connected to a small congregation amidst larger population movements to the northern suburbs. Furthermore, it no longer houses its original congregation. Background research did not indicate any associations with events that have made a significant contribution to the broad patterns of United States history and therefore, Synagogue for Congregation B'Nai Israel of Proviso is not eligible under Criterion A.

Research did not indicate association with the lives of persons significant in the past nor identify any significant members of the synagogue's congregation, and therefore, Synagogue for Congregation B'Nai Israel of Proviso is not eligible under Criterion B.

Synagogue for Congregation B'Nai Israel of Proviso is eligible under Criterion C and Criteria Consideration A. The Synagogue for Congregation B'Nai Israel of Proviso was designed as a relatively small and unadorned building whose character-defining feature is its intact parabolic roof form indicative of the Exaggerated Modern and Expressionism styles. This form, which contrasts with many box-like mid-century forms and embraces the curvilinear shapes found in interpretations of Exaggerated Modernism, is unique among synagogue architecture of the era within the region. Although the facade has been altered by replacement materials and the original congregation no longer worships in the building, the building continues to convey its significance as an innovative form for sacred architecture in the mid-twentieth century in Chicago and its suburbs. The building was designed by the prolific Chicago architectural firm, A.L. Salzman and Sons, however, it is a typical example of the wide variety of building styles and forms they designed. The firm was not a leader in architectural design, but

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constructed buildings based on the popular styles and ideas of the day, and did not specialize in religious architecture. Therefore, Synagogue for Congregation B'Nai Israel of Proviso is eligible under Criterion C and Criteria Consideration A as a locally significant example of an Exaggerated Modern parabolic-shaped synagogue.

The property was not evaluated under Criterion D as part of this assessment.

Synagogue for Congregation B'Nai Israel of Proviso retains high integrity of location, setting, feeling, and association. The building remains in its original location within its residential neighborhood setting, buffered to the north by the Eisenhower Expressway (I-290) and CTA Congress Line; these transportation routes preceded the construction of the building and have always been a part of its setting. The building retains its overall association with the Exaggerated Modern architectural forms and its overall feeling as a mid-century Modern-era parabolic synagogue. The building retains moderate integrity of design and workmanship through its overall parabolic sanctuary form and wings; however, it does not retain integrity of materials due to replacement vinyl siding over the original sanctuary facade windows and replacement windows on the wings. The period of significance is 1962, the year the building was constructed.

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NRHP STATUS	Not Eligible			

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Synagogue for Congregation B'Nai Israel of Proviso
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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
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Photo 1 - Synagogue for the Congregation B'Nai Israel of Proviso



Facing northwest to the southfacade and east elevation from Kitchner Street

Historic Resources Survey

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NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
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Photo 2 - Synagogue for the Congregation B'Nai Israel of Proviso



Facing northeast to the south facade and west elevation from Kitchner Street

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
SURVEY ID 1-1

Photo 3 - Synagogue for the Congregation B'Nai Israel of Proviso



Facing south to the north rear elevation from the rear parking lot

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
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Figure 1 - Synagogue for the Congregation B'Nai Israel of Proviso



Architect's drawing of new synagog for Congregation B'Nai Israel of Proviso. Building will be located on Kitchener street between Westchester boulevard and Balmoral avenue, in Westchester. Architect is A. L. Salzman and Sons.

Drawing of planned construction (Chicago Tribune August 20, 1961)

Historic Resources Survey

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Figure 2 - Comparative Examples



Top Left Photo: Church of the Divine Infant Jesus; Bottom Left Photo: First Baptist Church of Westchester; Right Photo: Faith Lutheran Church

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
SURVEY ID 1-1

Figure 3 - Comparative Examples



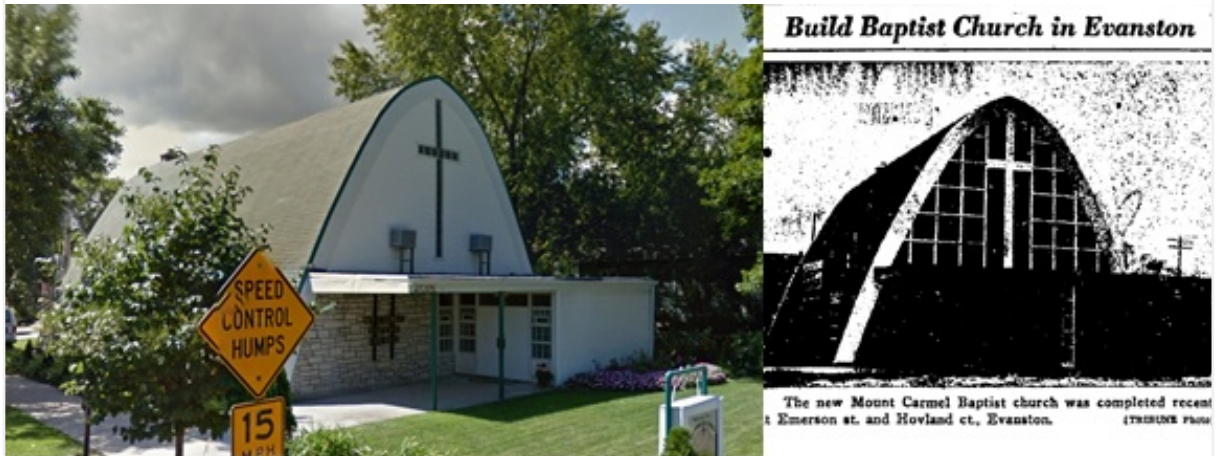
Top Photo: North Shore Congregation Israel (www.roadarch.com); Bottom Left Photo: Oak Park Temple B'Nai Abraham Zion (Google Maps October 2015); Bottom Right Photo: Temple B'Nai Israel (www.temple-bnai-israel.org)

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 NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
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Figure 4 - Comparative Example



Left Photo: Mt. Carmel Baptist Church (Google Maps August 2011); Right Photo or Drawing: Mt. Carmel Baptist Church (Chicago Tribune October 12, 1950)

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
SURVEY ID 1-1

Figure 5 - Comparative Examples



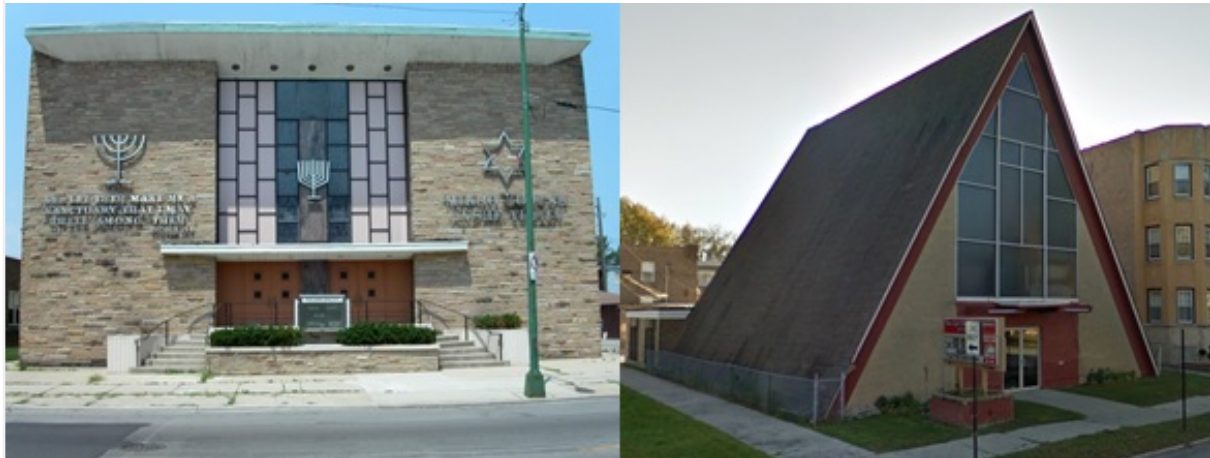
Top Photo: Nameoki United Methodist Church (www.roadarch.com); Bottom Photo: Liberty Baptist Church (www.roadarch.com)

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RESOURCE TYPE Property
NRHP STATUS Not Eligible

Synagogue for Congregation B'Nai Israel of Proviso
SURVEY ID 1-1

Figure 6 - Comparative Examples



Left Photo: Congregation Mikro Kodesh Anshe Tikin (<https://www.interestingideas.com/roadside/west/architecture/index.html>);
Right Photo: Synagogue for Congregation B'nai Yehuda (Cook County Assessor's Office)

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Synagogue for Congregation B'Nai Israel of Proviso
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Map - Synagogue for the Congregation B'Nai Israel of Proviso



Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

NAME

1818 South 7th Avenue

OTHER NAME(S)

N/A

STREET ADDRESS

1818 South 7th Avenue

CITY

Maywood

OWNERSHIP

V & P Crawford

TAX PARCEL NUMBER

15-14-301-032-0000

YEAR BUILT SOURCE

1923 Cook County Assessor's Office, 2015

DESIGNER/BUILDER

Unknown

STYLE

Craftsman

PROPERTY TYPE

Domestic

FOUNDATION

Concrete

WALLS

Brick

ROOF

Asphalt

DESCRIPTIVE NOTES

1818 South 7th Avenue, located at the southwest corner of 7th Avenue and Bataan Drive, is a one-and-a-half-story, brick-clad vernacular residence displaying Prairie and Craftsman style elements. The rectangular house sits on a concrete foundation. It has a shallow, hipped roof covered in asphalt diamond shingles and features vinyl-clad hipped roof dormers on the north side, south side, and west rear elevations. The north dormer contains three two-over-two, vinyl-sash replacement windows. The west dormer contains a two-pane, vinyl-sash replacement sliding window, and the south dormer contains two, two-over-two, vinyl-sash replacement windows. The east-facing facade roofline features a jerkinhead gable. A brick chimney projects from the north slope of the roof.

Facing east to South 7th Avenue, the symmetrical facade features large brick pilasters with stone detailing, stone capitals, and decorative stone urns at the north and south ends of the facade that extend from the foundation to the half-story. A replacement glass block basement window with decorative brick surrounds is located in the center of the facade. Three simple stone brackets project above the basement window. The facade's first story contains a central 48-light, wood-sash picture window flanked by brick pilasters with simple stone capitals that extend along the half-story window. Stylistic floral stone brackets are located under the brick pilasters. A three-over-one, wood-sash window is located on either side of the picture window. A stone sill runs underneath the first story windows while a decorative brick belt course runs above and continues around the entire house. The half-story has a shallow brick lintel arching over three custom-built windows designed to follow the curve of the lintel. These three-over-one, double-hung, wood-sash windows share a stone sill. A Corinthian column pilaster is located between the center and north window, but appears to be missing from the other side. The eaves along the front facade project slightly and have painted soffits.

The primary entrance is located in the middle of the south side elevation. A small hipped roof porch covers the doorway, supported by brick piers with stone cornices. Concrete steps lead up to the porch, flanked on the south side by a stepped brick knee wall with a concrete cap. The knee wall continues around the west side of the porch. The doorway consists of a single wood-paneled door. Two small single-pane, vinyl-sash replacement windows are located east of the main entrance. West of the entrance, the wall is clad in lighter brick and mortar than the rest of the building and has one one-over-one, double-hung, wood-sash window to the east and two one-over-one, vinyl-sash replacement windows to the west. All windows have stone sills while the western window features an arched brick lintel. The westernmost portion of the elevation is clad in vinyl siding and has a single sliding aluminum-sash window.

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1818 South 7th Avenue
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The north side elevation comprises three basement-level replacement glass block windows and five first-story windows with stone sills. The two easternmost first story windows are small single pane, vinyl-sash replacement windows. The remaining three include a double-hung, one-over-one wood-sash window flanked by one-over-one, vinyl-sash replacement windows. The westernmost portion of the elevation is clad in vinyl siding and has no openings.

The west rear elevation originally featured a porch at the southwest corner, which has since been enclosed with vinyl siding. The entire elevation is clad in vinyl siding and comprises a central entrance flanked by sliding aluminum-sash windows.

The small grassy lot features no landscaping. The parking area behind the house is enclosed by a wooden fence.

HISTORY/DEVELOPMENT

The house at 1818 South 7th Avenue was constructed ca. 1923 based on information obtained from the Cook County Assessor. The house was built in the Frank C. Wood Addition to Maywood Subdivision. Frank C. Wood was a real estate developer in the area, and also established developments in Oak Park. The 1930 Census, 1940 Census, and 1930 Sanborn Map do not record an 1818 South 7th Avenue address. However, according to the 1930 Sanborn Map, 1816 South 7th Avenue and 1822 South 7th Avenue were very similar in construction. Survey shows 1818 South 7th Avenue and 1822 South 7th Avenue are almost identical in construction. Due to the construction of I-290, there is no longer an address 1816, so it is reasonable to assume the 1818 address now refers to the house formerly considered 1816.

The 1930 and 1940 Census both record Oreste Agnini living at 1816 (now 1818) South 7th Ave with his wife Agnes. Agnini immigrated to the United States from Italy in 1902, and worked as a designer for Sears and Roebuck before World War I. He founded the Oreste Agnini Company in 1921, and with his coworker Ralph Singer, designed jewelry, shoe buckles, and hair combs. They soon were hired by Eisenberg & Sons, a large dress company. As their reputation grew, they made costume jewelry for other dress manufacturers including Charles Hyman and M&L Rothschild, among others. In the 1940s, the company began manufacturing jewelry to sell under their own label, and went on to specialize in fraternal jewelry for clubs and societies. Agnini retired in 1953, and the company became the Ralph Singer Company in his absence. Susan Klein Bagdade, author of *Mid-Century Plastic Jewelry*, asserts that Ralph Singer was one of the most important costume jewelry companies from the Midwest. Agnini passed away in 1957. Agnes Agnini moved to Florida after his death, and remained there until she died in 2001.

Other residents include Arthur Stimson, listed in the 1954 Maywood Village Directory. Recent owners include Sarah and Julius Reinherz, who owned the house from the early 1990s to 2009, when they sold to Virgil Crawford. Virgil Crawford continues to own the home in 2015. Research did not reveal any further information about these individuals.

Maywood

Constructed in Maywood ca. 1923, the house at 1818 South 7th Avenue was built during a period of population expansion due to increased industry and growth in Chicago's suburbs. Vermont businessman Col. William T. Nichols and several partners incorporated a planned community outside of Chicago on April 6, 1869. The land, on the site of two Native American trails and several large farms, is located 5.5 miles west of Chicago. The Company named the new community after Col. Nichols' recently deceased daughter May. The Maywood Land Company platted the town in a grid pattern around a central park along the Des Plaines River, planting thousands of elm, maple, oak, and ash trees along the streets. After the Chicago and Northwestern Railroad passed through the area later that year, Maywood rapidly expanded and incorporated as a village in 1881. The Maywood depot and sidetracks allowed the rural community to quickly grow into a suburb housing Chicago workers and its own industries, such as Chicago Scarper and Ditcher and the American Can Company in 1884 and 1885.

Maywood's population nearly tripled between 1900 and 1920. In 1920, the Edward Hines Jr. Memorial Veterans

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NRHP STATUS Not Eligible

1818 South 7th Avenue
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Affairs Hospital was founded in Maywood. Maywood's residents could commute to Chicago by way of the Chicago and Northwestern railroad and electric street railways, and had local amenities including grocery stores, a library, a hospital, schools, and parks. The American Can Company and various other industries prospered through the depression and mid-twentieth century. However, the American Can Company, among others, moved out of Maywood in the 1970s, and the village faced economic decline. In the 1990s, the community enacted a tax increment financing district to encourage renewed growth.

Prairie and Craftsman Style

The house at 1818 South 7th Avenue is vernacular in style, and displays various elements from the Prairie and Craftsman styles.

Developed by a group of Chicago architects known as the Prairie School, the Prairie style originated in Chicago as one of the few indigenous American styles in the early twentieth century. The Prairie School grew out of the Arts and Crafts movement, profoundly affecting the development of the Chicago bungalow and early twentieth century housing styles. Frank Lloyd Wright was the acknowledged master of the Prairie style house and his and Louis Sullivan's examples influenced many of Chicago's important architects. Landmark examples of the Prairie style are located throughout Chicago and its suburbs.

A short-lived style, most Prairie buildings were constructed between 1905 and 1915. The Prairie style house is typically square or rectangular in form, two stories with one-story wings or porches, and topped by a low-pitched, hipped roof with widely overhanging eaves and a broad, flat chimney. The style is defined by strong horizontal lines emphasized by multiple banks of windows that sometimes wrap around corners, belt courses, horizontal patterns in the wall materials, and details at the facade, cornices, and eaves. Most were clad in some combination of brick, stone, wood, or stucco materials. The porches often have massive, square porch supports of masonry construction. Though lacking in ornamentation, the Prairie style incorporated a variety of geometric and nature-inspired Wrightian and Sullivan-esque forms and shapes through window arrangements and glazing, columns, cornices, low walls, and planters.

The Craftsman style, applied to the bungalow house form, emerged during the early twentieth century in southern California. The style was popularized by architects Charles and Henry Greene, as their designs spread across the United States via pattern books and architectural magazines. By the 1920s, the Craftsman-style bungalow had risen to prominence as the most popular domestic style in the country. The bungalow was especially popular amongst the country's burgeoning middle class in rural and urban areas, because it was inexpensive to build, fashionable, and modest in scale.

The one-and-a-half-story Chicago bungalow was constructed exclusively of brick on a concrete foundation and topped by a low-pitched hipped roof with wide overhangs and a center dormer at the front and back of the house. Its long rectangular form was well-suited to the city's long and narrow lot sizes. The facade was typically clad in face brick while the secondary elevations were of common brick. The bricks were laid in decorative patterns to add character and depth to the house in addition to decorative and structural limestone details. Limestone insets and bands were incorporated at the basement level, the roofline, and above and below the windows. Bungalows located on corner lots were often larger, incorporating more elaborate ornamentation on its facade and side elevation, than those built side by side. The limestone bands, rows of windows, low-pitched roof, and rectangular form contributed to an overall horizontal appearance, conveying its Arts and Crafts movement and Prairie Style antecedents. The house form was further distinguished by the liberal use of windows of various sizes and shapes to provide light, air, and a feeling of openness and connectivity to the outside, which reflected an Arts and Crafts movement philosophy emphasizing a park-like streetscape.

The house at 1818 South 7th Avenue is a modest, but typical example of a vernacular house incorporating several elements of the Prairie and Craftsman styles. Prairie style elements include a low pitched, hipped roof, overhanging eaves, brick piers supporting the porch, stylistic nature-inspired brackets, and horizontal elements, such as a belt course and a band of windows along the first story with a continuous sill. Also, often Prairie style houses would de-emphasize the main entrance, placing it in a less prominent location. The main entrance at 1818 South 7th Avenue is located on a side elevation away from the road, following this principle. The house also displays several elements of the Craftsman Chicago bungalow. These elements include a long rectangular

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NRHP STATUS Not Eligible

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form, low-pitched roof, brick cladding featuring multiple brick types, decorative brick patterns, limestone bands, a row of first-story windows, and more elaborate ornamentation on the primary facade. Over time, there have been some changes to the exterior of the house at 1818 South 7th Avenue. Several windows have been replaced with vinyl-sash or glass block windows along the east-facing facade, north and south side elevations, and in the roof dormers. The back porch has been enclosed, and the westernmost portions of the north and south side elevations, dormers, and west rear elevation have been clad in vinyl siding.

NRHP STATUS DATE LISTED
Not Eligible

NRHP CRITERIA

A B C D Not Applicable

NRHP CRITERIA CONSIDERATIONS

A B C D E F G Not Applicable

NRHP EVALUATION/JUSTIFICATION

The house at 1818 South 7th Avenue was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

Research did not indicate this property is associated with events that have made a significant contribution to the broad patterns of United States history. The house at 1818 South 7th Avenue is not eligible under Criterion A.

Though Oreste Agnini founded a well-respected jewelry company, research did not reveal any associations of the property directly with the functions of the company or its founding. The house at 1818 South 7th Avenue is not eligible under Criterion B.

The house at 1818 South 7th Avenue is a modest and typical example of 1920s vernacular architecture reflecting multiple period styles. Although it retains original features such as some wood-sash windows, decorative brick and limestone, and the side entrance porch, it has diminished architectural integrity due to replacement vinyl windows, vinyl siding along portions of the north and south elevations and dormers, and an enclosed vinyl-clad back porch. While the house displays Craftsman and Prairie style influences, it is not considered a representative example or architecturally significant. It does not embody the distinctive characteristics of a type, period, or method of construction and does not represent the work of a master. Therefore, the house at 1818 South 7th Avenue is not eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

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Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

Photo 1 - 1818 South 7th Avenue



Facing west to the east facade from South 7th Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

Photo 2 - 1818 South 7th Avenue



Facing southwest to the east facade and north elevation from Baatan Drive

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

Photo 3 - 1818 South 7th Avenue



Facing northwest to the east facade and south elevation from South 7th Avenue

Historic Resources Survey

RESOURCE TYPE Property
NRHP STATUS Not Eligible

1818 South 7th Avenue
SURVEY ID 1-2

Photo 4 - 1818 South 7th Avenue



Facing southeast to the north elevation and west rear elevation from Battan Drive

Historic Resources Survey

RESOURCE TYPE Property
 NRHP STATUS Not Eligible




1818 South 7th Avenue
 SURVEY ID 1-2

Map - 1818 South 7th Avenue



Data provided by Cook County GIS 2013 Orthoimagery

PROPERTY NAME: 1818 South 7th Avenue
 ADDRESS: 1818 South 7th Avenue
 Maywood, IL


 Property Boundary
 Tax Parcel

0 200 400 Feet